The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 600.] LONDON, MONDAY, MARCH 1, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received March 1.
JAPAN—Yokohama	Nov. 13	Jan. 1	Jan. 12
Yedo	—	—	„ 2
Osaka and Hiogo	—	—	„ 6
Hakodadi	—	—	„ 3
Nagasaki	—	—	„ 5
CHINA—Peking	—	—	„ 7
Tien-tsin	—	—	Dec. 15
Chefoo	—	—	Jan. 9
New-chwang	—	—	„ 6
Hankow	„ 13	„ 1	
Kin-kiang	—	—	
Chin-kiang			
Shanghai	„ 27	„ 11	„ 15
Ningpo	—	—	„ 13
Foochow	„ 27	„ 11	„ 17
Formosa	—	—	„ 18
Amoy	—	—	„ 19
Swatow	—	—	„ 21
Hong Kong	Dec. 11	„ 19	„ 19
Canton	—	—	„ 20
Macao	—	—	
PHILIPPINES—Manila	Nov. 20	Dec. 30	„ 19
COCHIN-CHINA—Saigon	—	—	„ 22
SIAM — Bangkok	Dec. 11	Jan. 17	„ 21
BORNEO—Labuan	—	—	„ 21
Sarawak	—	—	„ 20
JAVA — Batavia	„ 18	„ 21	„ 22
Samarang	—	—	„ 16
Sourabaya	—	—	„ 18
MALACCA STRAITS—Singapore	„ 25	„ 25	„ 28
Penang	„ 25	„ 24	„ 30
CEYLON—Galle	Jan. 8	„ 30	Feb. 7
Colombo	„ 8	Feb. 1	„ 4

THE MAILS, &c.

The P. and O. mail, bringing the above advices, was delivered, *via* Brindisi, this morning, its due date. The next inward (French) mail, with advices Yokohama 19th, Shanghai 22nd, Hong Kong 28th Jan., Singapore 5th Feb., which is due, *via* Marseilles, on Monday next, the 8th inst., left Suez on the 24th ult., being two days early.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Nizam*, arrived Feb. 25.—From Singapore: Mr. Maclean, Mr. Lyon. To Venice.—From Shanghai: Mr. and Mrs. Latham.

To Southampton, per P. and O. steamer *Mirzapore*, expected to arrive March 8.—From Yokohama: Mr. and Mrs. Finch, three children, and servant, Lieut. F. A. Moysey. From Shanghai: Mr. H. A. Sidford. From Hong Kong: Mr. T. Sullivan, Dr. E. Mulcahy, Dr. F. McClement, Assistant Paymaster B. C. Scott, Nav. Sub.-Lieut. Whitmore, Engr. T. Pringle, Engr. W. Williamson, Engr. T. V. Thompson, Engr. Y. N. Michel, Engr. G. Robertson, Engr. F. Bowman, Assist.-Engr. W. Broad, Mr. C. St. John, Mr. Worthington, Mr. Patch, and five second-class passengers. From Singapore: Mr. J. Tobine, Mr. Braddyet. From Galle: Mr. and Mrs. Bisset, three children, and servant, Surg.-Major Calvill, Mrs. Craven, Mr. H. L. Forbes, Mr. R. W. Forbes, Mr. J. L. Gordon.

Per steamer *Menelaus* (Holt's line), expected March 2.—From Hong Kong: Mr. S. W. Tennant, Mr. and Mrs. Poole. From Singapore: Captain Hewat and child, Mrs. Hewet and child, Mr. and Mrs. Carrington.

PASSENGERS OUTWARD.

Per French steamer *Meikong*, Feb. 28.—To Yokohama: Mr. Bocke, Mr. Hallifax. To Shanghai: Mr. Fergusson, Mr. F. Stokes, Mr. Gordon, Mr. M. R. Mackellar, Mr. and Mrs. Jerdein, Mr. and Mrs. G. Allers, Dr. Falconer. To Singapore: Mr. Lopaz Nuno, Mr. Perissin. To Hong Kong: Mr. Pinckvoss, Mr. Collorn Baber, Mr. Dammann, Mr. Cartwright, Mr. J. Campbell. To Saigon: Customs Director, Mr. Gez, Mr. C. Mort, Mr. Leger, Mr. Amè. To Galle: Mr. George Hayes, Mr. and Mrs. Cantrell, Miss Holden.

Per French steamer *Sindh*, March 14.—To Shanghai: Mrs. Wheatley, Mr. and Mrs. Evans, Mr. S. Marsh, and one second-class passenger. To Hong Kong: Mr. W. M. Reeves, Mr. and Mrs. R. J. McKenzie. To Singapore: Mr. Daguin. To Batavia: Mr. and Mrs. Erdman, Mr. Van Goens. To Galle: Mr. Tennant, Mr. Fraser Tytler.

Per French steamer *Anadyr*, March 28.—To Shanghai: Mr. J. B. Johnson. To Hong Kong: Mr. Fairhurst, Mr. Sydney Deacon.

Per French steamer *Djemnah*, April 11.—To Saigon: Mrs. Langier and three children. To Batavia: Mr. and Mrs. Van der Lew.

Per French steamer *Tigre*, April 25.—To Batavia: Mr. and Mrs. J. Hudig.

Per P. and O. steamer *Peshawur*, from Southampton, Feb. 25.—To Yokohama: Mr. and Mrs. Troup, Mr. J. T. Griffin. To Hong Kong: Mr. C. P. Beveridge. To Singapore: Mr. and Mrs. Innes, Mr. A. C. McBean, Mr. H. A. O'Brien. To Ceylon: Mr. Arch Macphail.

Per P. and O. steamer *Lombardy*, from Venice, March 5.—To Shanghai: Mr. R. Anderson, Mr. R. Nichol. To Ceylon: Mr. and Mrs. Duncan.

Per P. and O. steamer *Lombardy*, from Brindisi, March 8.—To Hong Kong: Mr. W. Paterson. To Galle: Mr. Anthony Trollope.

Per P. and O. steamer *Khedive*, from Southampton, March 11.—To Shanghai: Mr. O. Percival, Mr. P. M. Grant. To Hong Kong: Mrs. Maclean and party, Lieut. H. B Warren, Lieut. C. K. Purvis, Lieut. C. E. Reynard.

Per P. and O. steamer *Baroda*, from Brindisi, March 22.—To Shanghai: Mr. J. M. Ringer. To Hong Kong: Mr. J. G. T. Hassell, Mr. T. J. Gardiner.

Per P. and O. steamer *Thibet*, from Southampton, March 25.—To Galle: Rev. and Mrs. McLean.

Per Pacific Mail Company's steamer *Colorado*, from San Francisco, Feb. 1.—For Yokohama: Rev. C. Rubio, B. C. Gowing, U.S.N., D. D. V. Stuart, U.S.N., L. E. Bixler, U.S.N., Wm. Little, U.S.N., G. W. Stivers, U.S.N., A. C. McMeehan, U.S.N., John P. Wallace, U.S.N., Gen. R. H. Allen, U.S.A., wife, daughter, and servant, L. Samie, E. W. Clark, Shiro Okamoto. For Shanghai: J. M. Kelly, Miss Annie J. Kelly, A. C. Gibson, C. C. Blakeslee. For Hong Kong: Thirty-two Chinese.

Per steamer *Viking*, from London Feb. 27.—For Penang: Mr. C. Vogeding, Mr. E. Ballhalder. For Singapore: Mr. J. F. Knox (H.B.M. Consul in Siam), and Miss Knox. For Shanghai: Mr. Lowrey, Mr. Jones.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The Pacific mail steamer *Alaska* arrived at San Francisco on the 16th Feb., bringing Yokohama advices to the 24th of January. The subjoined summary of news has been telegraphed to the New York press:—

The Chinese officials at Foochow still affect to hold authority over Lew Chew, notwithstanding the renunciation by the central Government of Peking. A messenger from Lew Chew to Foochow has been compelled, with the crew of his ship, to perform submissive ceremonies at the Custom-house of that port. This course, if persisted in, will certainly lead to complications between China and Japan, as the latter empire declares she will no more permit the Chinese to humiliate its subjects than Formosa savages to slaughter them with impunity. A rumour is in circulation of a fight in Formosa between the Chinese and the savages.

The steamships recently purchased by the Japanese Government for transporting troops to Formosa, &c., are to be used to establish a regular mail line between Yokohama and Shanghai. A steamer will be despatched weekly, commencing February 3 with the *Tokio Maru*. The ports touched at will be Kobe, Simonoseki and Nagasaki.

It has been determined that in the approaching treaty revision the Japanese Government will waive for the present the question of territorial jurisdiction; but will strenuously insist upon assuming entire control of the tariff, the right to which is now denied by British representatives.

The iron steamer *Berlin*, lately running between ports on the Inland Sea, under Japanese management, has been destroyed by fire. The crew and passengers are reported lost. No particulars have been received.

Two subordinate officers of the Foreign-office have been sent to Siam to investigate the expediency of establishing diplomatic and commercial relation with that kingdom.

The Japanese Envoy to Korea returns to that country next month with important proposals from the Government.

A semi-official announcement is made that in May next the Japanese Government will call in all the kinsatsu, or old style paper money, and replace it with new Treasury notes.

The English and French troops, so long maintained at Yokohama in defiance of the wishes of the Japanese Government, are now making preparations for immediate departure.

On the morning of January 15 two separate movements of

Digitized by Google

Original from CORNELL UNIVERSITY

earthquake, each of nearly four minutes' duration, were felt. No damage, however, was done.

Small-pox continues to prevail to an unusual extent. Many foreigners are suffering, among them soldiers in the British camp.

NAGASAKI.

On the 1st January the administration of the Post-office, hitherto conducted by the American Government, was transferred to the Japanese Authorities. The new Post-office has been erected on the corner of a lot to the north of the custom-house, and is two stories high. The front entrance is guarded by a wall and fancy railing, and on ascending a few steps the visitor enters the lobby. On the right hand are boxes for foreigners, and on the left a similar number for the natives, all numbered in plain figures. Two letter receptacles are also underneath the delivery windows. At the extreme end of the lobby are doors leading into the general distributing-room, which is about 32 by 40 feet and 15 feet from the floor to the ceiling. Adjoining this apartment is the private office of the foreign conductor, and on the left an office for the Japanese officials. A winding staircase leads to the upper storey which consists, of commodious private chambers and consultation rooms. Although the building is not quite finished, still it is sufficiently so to permit of business being conducted.

On the 26th Dec., while the German man-of-war *Arcona* was leaving the harbour, she collided with the steamship *Nanzing*, carrying away the taffrail, stern-davits, and a portion of the upper deck. Immediately after the collision a boat was lowered from the war vessel and sent back to the *Nanzing* for the purpose of ascertaining the extent of damage done. It was a fortunate circumstance she was not more in the way, or it might have disabled her from going to sea for some time to come. It is thought the *Arcona* did not answer her helm properly.

Of late the weather has become rather chilly in Nagasaki, necessitating the plentiful use of stoves. On the 28th Dec. the first snow shower of the season fell, it was nothing more than a sprinkling, however, but it may be taken as an indication that the depth of winter is approaching.

Christmas Day was well observed at Nagasaki, both ashore and afloat. The vessels in the harbour, says the *Sun*, were neatly decorated with foliage from the neighbouring hills. Of course it was a free day for the sailors, and numbers being ashore, found their way to the grog-shops, in the absence of a Temperance Hall. Sundry free fights between seamen of different nationalties were the result, and some of the men of the *Mosquito*, who have behaved themselves in a very creditable way during their stay in Nagasaki, with a few exceptions, lost all control over themselves, and went so far as to threaten to pull down the Garibaldi Hotel about the ears of the landlord.

CHINA.

PEKING AND TIENTSIN.

The correspondent of the *North China Herald* writes as follows :—

A memorial in the *Peking Gazette* of 15th December shows that the Chinese still maintain a semblance of suzerainty in their relations with Loochew, although the Japanese have formally taken the islands under their protection. True, the junk with tribute arrived at Foochow at the end of last year, before the Formosan difficulty arose ; but a year before that it had been officially intimated to foreign Powers that the Sovereign of the islands had been reduced to the position of an ex-daimio and assigned a residence at Yedo. The departure of the junk on her return voyage is now noticed ; and according to precedent, the duties on Chinese merchandise shipped by her have been remitted. In acknowledgment of the graciousness of the "Sacred Ruler" to the men from afar, however, the Envoy, followed by his attendant officials and the crew of the junk, has had to perform the ceremony of the *kotow* at the Custom-house !

In the *Gazette* of the 24th December an edict announces the appointment of Chung-how, one of the chiefs of the Tsung-le Yamun, to fill the post of Right Vice-President of the Board of Finances, in addition to that of Vice-President of the Board of War. A decree in the *Gazette* of the 18th December, as I have already written to you, appointed Paou Keun, one of the chiefs of the Tsung-le Yamun, a Minister of State. In the *Gazette* of the following day another decree appoints him a chief of the Board of Magistracy ; and at an audience on that day he presents his thanks for the former appointment.

In my last letter I mentioned that the Prince Tun, one of the uncles of the Emperor, had been, by Imperial decree on the 14th December, appointed to represent his Majesty at the Temple of Heaven, on the observance of the sacrificial ceremonies at the winter solstice. In a decree in the *Gazette* of the 22nd December it is stated that for the purpose of thoroughly re-establishing his health his Majesty will abstain from the transaction of public business till the 11th of the 2nd moon of next Chinese year (our middle of March, 1875) ; and in the *Gazette* of 24th December it is announced that the Empresses Dowager will meantime represent his Majesty.

Early on the 26th Dec. snow began to fall at Tientsin, with the wind blowing strongly from the north-east. This weather continued till about noon, when the wind veered to the north-west, and the snow ceased. A couple of hours later it was blowing a strong gale from the north-west, with the thermometer rapidly falling, till at daylight on the 27th it stood at seven degrees Fahrenheit. The river off the settlement was covered with ice about an inch in thickness. Since the 26th it has continued to freeze, and people are walking across the river on the ice, and sledges have begun to run on it. We have, in fact, our proper Tientsin winter weather, such as we used to have before the summer inundations of the last four years in this region.

The Governor-General, his Excellency Li Hung Chang, left Tientsin on the 23rd Dec. for Paouting-foo, the capital of the province, where he will stay till next spring. Of course, during the 100 days for which the Emperor abstains from public business, his Majesty will not grant audiences to foreign Envoys ; and as the Empresses-Dowager do not receive those Envoys, the Danish Minister will not be able to have an audience till next April at earliest.

Since Christmas-eve the usual social banquets of this festive season have been the order of the day ; having, I should mention, been properly introduced by an avalanche of good things.

SHANGHAI.

The present mail brings advices from this port to the 15th January ; the P. and O. mail from London November 27th was received on the 11th January. The following summary of new is from the *North China Herald* :—

Two judgments were delivered by Sir Edmund Hornby at the Supreme Court on the 9th Jan. The first is in the case Chay-a-Sahichi *v.* Mourilyan Heimann and Co., appealed from the Consular Court at Hiogo, as to which his lordship reverses the decision of the Court below. Being of opinion that a breach of charter-party had been committed on which some damage may have been sustained, his lordship remits the case back, to be reheard on that point, the plaintiff being at liberty to adduce evidence of damage. Each party (for reasons stated) to pay their own costs of the appeal, but costs in the original cause to depend on the result of the new trial.—In the case Malone *v.* Walton, his lordship allows plaintiff, late master of the *Alexandra*, 12s. 6d. beyond the amount paid into Court by defendant, the owner of the vessel, each party to pay his own costs.

The report and award by the Registrar and Merchant Assessors on the reference in the *St. Francois v.* the *Cawdor Castle* has been issued. The report contains also the reasons upon which the Court sustained Mr. Robinson's contention that the owners of the *St. Francois* were justified in treating the sinking of their vessel as a total loss, in refusing to receive her back if raised and repaired, and in claiming that the defendants should pay them the full value of the brig, her freight, stores, crew's wages and expenses. The plaintiffs claimed Tls. 17,236.53, and are allowed Tls. 11,929.41, the principal deductions being on the estimated value of the vessel and on the freight claimed for the sandalwood which remained in her at the time she was sunk.

At the Mixed Court, on the 9th Jan., was resumed, before Geo. F. Seward, Esq., Consul-General, U.S., and H.E. the Taoutai of Shanghai, with Dr. Yates acting as interpreter, the remarkable case "C. E. Hill *v.* Yang Taikee." It is a claim for no less a sum than Tls. 54,000, with interest for eleven years, arising out of the chartering of a steamer, the *Keorjeor*, or *High Bridge*, during the Taeping rebellion. The evidence adduced was in a way a narrative of the measures taken, by means of the "Ever-Victorious Army," to suppress the Taiping rebellion in this province. On the 12th the Consul-General made a *vivâ voce* statement with regard to the two arbitrations held by arrangement with Woo, the then Taoutai of Shanghai, with a view to the settlement of the claims of Americans and Europeans who had served with the army.

The minutes of the French Municipal Council meeting of 22nd December are largely of a routine character, although at the same time they form a report of useful municipal activity Various proposals of the Committee of Works were approved, relative to the carrying out of the system of drainage, the planting of trees, the metalling of the Yangkingpang bund, &c. An application by jinricksha owners, that wheelbarrows should be placed under the same restrictions and regulations with their vehicles, and a letter from the other Municipal Council, relative to the reconstruction of Yankingpang bridge No. 4, and the rectification of the line of the Creek bund, were referred to the delegates of both Councils for arrangement. The Council decided to appoint an arbitrator to act with one nominated by Mr. Hanssen in settling terms for a piece of land required for widening the Rue du Consulat. It was resolved to submit to the chief engineer of the fire department certain proposals by Mr. Viguier, harbourmaster, regarding signals in case of fire in the anchorage. The Chairman was requested to address the Belgian Minister, with a view to obtaining the return of documents deposited at the Belgian Consulate as proofs in the Godaert case.

A very serious accident has occurred on the river in the sinking of a Chinese passage boat by collision with the steamer

Digitized by Google Original from CORNELL UNIVERSITY

Europe, involving an estimated loss of fifteen lives. The *Europe* was coming to an anchor below the harbour limits about 7 P.M., and her engines had been stopped some few minutes, preparatory to letting go the anchor. Miscalculating their position probably in the darkness, and misjudging the force of the tide, the boat people rashly attempted to cross her bows, and their boat came into collision with the starboard bow of the steamer, or with the descending anchor, and was at once sunk. A boat was immediately lowered from the steamer, in charge of the second officer, and picked up two of the unfortunates before they were carried astern of the ship. Ten others were recovered, but although the boat pulled some distance down the river and a careful search was made, no more could be found. One of the rescued was in an insensible state, and though every effort was made to restore animation when the vessel was reached, it proved in vain. Dr. Burge was sent for, but before he could arrive the man was quite dead. The people saved were all passengers, and they state that seeing the danger, they advised the lowdah of the boat to put about, but he replied "No fear; I can cross her bow."

We regret to hear of another outrage on a foreign resident, by a rowdy Chinese. As a European lady and gentleman were setting out for an afternoon walk, and were about turning into the Foochow from the Szechuen-road towards the Bund, a Chinaman jostled them and suddenly struck the lady across the eye, inflicting a severe wound. He then ran away, and succeeded in escaping from his pursuer, the lady's husband, who was divided between the necessity of attending to the sufferer and the desire to secure the fellow. Unfortunately there were no police in the vicinity.

There was a very good but rather severe hunt on the Hongkew side on the 9th Jan. The start was from a point off the Woosung-road, about a quarter of a mile from the rifle butts, and the tract of country beyond was traversed and re-traversed till a course was laid for home, just opposite the S.S.N. lower wharf. A large number of people had as usual made the direction of their afternoon drive or walk depend on the movements of the hunt, and from 2.30 to 3.30 there was a steady exodus from all parts of the settlement to a common centre on the Yangtszepoo-road. A widish and well-filled creek was selected as the rubicon, and was boldly charged by the first arrivals, Mr. Vincent on Caradoc winning the light weights. The names of horse and rider were of good omen, Mr. Vincent conquering in the local contest on the namesake of the animal which, the mail tells us, has won world-wide fame by carrying a certain Lieut. Zubowitz from Vienna to Paris, a distance of 800 miles, in fifteen days. Mr. Turnbull won the heavy weight prize again on Steam Whistle.

The annual meeting of the Mih-Ho-Loong Hook and Ladder Company was held on Jan. 11. The officers of the past year—Mr. Rice, foreman; Mr. Groom, 1st assistant; Mr. Tobin, 2nd assistant—were re-elected by acclamation. Dr. Henderson was re-elected surgeon, and Messrs. Low, Pryer, Welch, and Hawtrey were chosen as a committee. The accounts were then discussed and passed, after which the rules as amended were read, but although these were approved, it was found there was not a sufficient number of members present to render their adoption valid, as by the old by-laws the votes of two-thirds of the company would be necessary to enable any alteration to be made. It was therefore proposed and carried that a copy of the new rules should be circulated, to be signed by the members, and that if a sufficient number of signatures were obtained, the rules as amended should be adopted. At the meeting of the Mih-ho-loong Rifle Company, Messrs. Rice, Mackenzie, Groom, Dunman, Hawtrey, and Cheverton were elected committee. The accounts for 1874 were then read and passed. Some discussion took place as to the advisability of holding the annual ball, and the votes of the meeting being unanimously in favour of it, a committee was chosen, and it was resolved to give the ball as usual, at an early date.

The first battalion drill of the S. V. C., under the command of Major Hart, has taken place, in the Consular Compound. About ninety rank and file mustered at the appointed time, and were put through some rather severe but serviceable field movements, the drill lasting more than an hour. At the conclusion of the evolutions, Major Hart expressed gratification at the way they had been performed, and hoped to see a better turnout on future occasions.

On the 12th January, at the Masonic Hall, Professor Watson, of Michigan College, chief of the United States expedition for the observation of the transit of Venus, delivered a lecture on that subject and its relation to the problems of astronomy. The lecture was given under the auspices of the Shanghai Temperance Society, being one of the winter series. Mr. C. P. Blethen occupied the chair, and notwithstanding unfavourable weather an audience of nearly 200, including a large proportion of ladies, was present. The subject was treated in a popular manner, and was illustrated by diagrams on the blackboard, drawn by the professor as he proceeded, as well as by copies (by Mr. Saunders, of Shanghai) of three of the ninety-nine photographs of the transit taken in Peking, showing the first and second contacts and the appearance when the planet was fairly on the sun's disc. It is impossible to give even an outline of the lecture within the limits at our disposal, and it can only be said that those present received a rare intellectual treat. At the close of the lecture vote of thanks to Professor Watson was proposed by Mr. Taintor, and seconded by Mr. Wylie.

We have pleasure in announcing that the King of Denmark has conferred on Mr. Seward, U.S. Consul-General, the high decoration, "Commander of Dannebroge," in recognition of the services Mr. Seward has rendered to Danish interests in China The King has also conferred on Mr. Edmund Pye (of Messrs. Elles and Co., Amoy) the decoration of "Knight of Dannebroge."

The delegates of the respective Companies of the Shanghai Fire Department attended at the Municipal Council room on the 8th Jan., for the purpose of electing a chief and district engineers for the year. The voting resulted in the re-election of the old officers, Mr. Robert Mackenzie, as chief engineer; Mr. C. J. Ashley, first district engineer; Mr. B. A. Clarke, second ditto; and Mr. A. Charrier, third ditto.

The remainder of the hull of the late ship *Horatio*, after having all the charred portions of her timbers removed, and replaced by new, is now being decked over, so as to make it available either for a pontoon or a hulk.

The steamer *Leven*, lately purchased by the China Merchants Company, is being fitted out for her intended occupation at the Taku bar. A hurricane deck is being built fore and aft, thereby greatly increasing her cargo space.

Fire broke out in the sailroom (forward) of H.M.S. *Curlew* on the 11th Jan., but was extinguished before serious damage was done.

NINGPO.

There has been an occurrence at this port which has caused intense excitement among the Chinese population. It appears that three natives were engaged in some occupation at a distance of about three miles from the west gate, when they were fiercely attacked by a tiger, the animal's onslaught being so sudden that escape was impossible. One of the unfortunate men was killed on the spot, and the other two seriously wounded; but while the animal was occupied with the dead body of their late companion, these managed to make good their escape, and hastened into the city. The circumstance was reported to the Che-hien on the following morning, and he at once ordered out a detachment of two hundred braves, to endeavour to capture the animal or destroy it. The detachment scoured the adjacent country, and fortunately found the tiger about two miles from the north gate, when it was shot dead by one of their number. They returned with their prize to the city in the evening, and its appearance excited the utmost curiosity. In size it is said to be as "large as a full-grown donkey," and it is beautifully striped. Speculation is rife as to how such an animal could have found its way through so populous a region as that surrounding Ningpo, in which the existence of wild beasts has been unknown probably for very many years.

HONG KONG.

Our advices by the present mail extend to the 21st January; the French mail from London Dec. 4 was received on the 17th Jan., and the following P. and O. mail of Dec. 12 arrived out on the 19th January. The following items of news are from the *China Mail*:—

The appointment of Mr. MacLean as Travelling Inspector of the Hong Kong and Shanghai Bank has given undoubted satisfaction to the shareholders, but it would be idle to assume that a similar feeling is entertained regarding the appointment of one of the late directors to the post temporarily of sub-manager in London. We have received several communications on the subject, and, so far as we understand, the main objection is one of principle. An unusually depressed state of trade and exceptionally ill fortune during the past few years have combined to render the Bank's operations less profitable than heretofore, and of necessity the directors are debited with a certain amount of responsibility for the result. However little they may deserve distrust it is felt, even by their best friends, that it would have been better to select some gentleman not hitherto identified with the management for the vacant post at home. On the other hand, we can see much to make the advice and aid of one who has been a successful business man in Hong Kong of value, and it is quite credible that the directors thought more of that than of the outcry which, under the peculiar circumstances of the case, might be raised. Mr. Rowett has earned a good character in the Council for independence of thought, and a refusal to allow personal feelings to restrain him from adverse comment when he deemed it necessary, and there is no reason to suppose he would act in another way in a new position. The directors have probably made a mistake in selecting one of themselves, but they might have done worse as regards the selection individually. It remains to be seen how the appointment will be viewed by outside shareholders, but we suspect they will pretty much agree with the opinions expressed by the more moderate section of the resident shareholders.

The directors of the Hong Kong, Canton, and Macao Steamboat Company (Limited) have issued the following Report to the ordinary half-yearly meeting of shareholders:—

Digitized by Google Original from CORNELL UNIVERSITY

The accounts herewith presented show that, after paying commissions, running expenses, salaries, premia of insurance, repairs, and all other outgoings to the 31st December, and including $1,525.28, brought forward from the last account, there remains a profit of $58,101.64, which, they trust, will be found satisfactory, considering the depression of trade in general and the events which have affected the working of the company. The directors recommend that this amount should be distributed as follows, viz.: to pay a dividend at the rate of six per cent. on the paid up capital for the half-year, $36,000, to their own remuneration $2,500, leaving $19,601.64 to be carried forward to a new account.

In reviewing the period covered by this Report, the directors regret to have to state that the *Spark*, while on her voyage from Canton to Macao on the 22nd August, was taken forcible possession of by a band of pirates, who were on board disguised as passengers. They killed the captain, mate, and purser, and several of the crew, severely wounding many others. The directors offered a reward of $2,000 on behalf of the company for the apprehension of the pirates, and they have to state that one pirate has been convicted and hanged in Hong Kong, and several have been beheaded in Canton. They have taken measures to guard any such surprises by increasing the number of Europeans on board and the efficiency of the armament of each boat, and have issued strict orders to all commanders regarding the discipline to be observed. The *White Cloud* was, after the piracy, placed on the Canton and Macao line until she was lost in the typhoon of the 22nd September. The circumstances attending the loss of this steamer have become known through the public papers. The Marine Court of Enquiry held here blamed both the captain and chief officer, and they are no longer in the Company's employ. The steamer was valued at $71,000, and insured for $30,000. It has been found to the interest of all concerned to salve the machinery, boilers, &c., and then dispose of the wreck by auction. The Company's interest in the property salved, together with the amount recoverable from the insurers, is estimated at $40,000, and is included in the assets; the balance, or loss, of $31,000 has been carried to debit of Depreciation Account. To replace the *White Cloud* tenders were invited for the construction of a new hull, with joiner's work and everything complete, with the exception of machinery, boilers, and furniture. The directors, after consultation with Mr. McMurdo, Marine Surveyor, decided to accept the offer of the Patent Slip and Dock Company for $50,000 as the cheapest and best. The keel has been laid, and the vessel is expected to be ready in five months. Besides the loss of the *White Cloud*, typhoon damages to the *Powan*, *Poyang*, and the Company's wharf at Hong Kong to the extent of $5,000 have been paid for, and included in the accounts now presented. Repairs to the wharf, estimated at about $3,500, are still going on. Of the repairs to the *Poyang*, about $900 will be recovered from the underwriters.

In consequence of opposition on the Canton line, the *Powan* has been run as a night boat, and the directors have deemed it expedient to discontinue the subsidy of $2,500 per month to Mr. Quok Acheong, and have notified him accordingly, offering to allow him $1,000 per month for six months longer. He has not accepted this offer, and has proposed a continuance of the agreement for $1,800 per month, which the directors have not acceded to, trusting that the efficiency and regularity with which the company has hitherto conducted the service will warrant the support of the public against all opposition.

The directors regret that ill health has compelled their chairman, Mr. George F. Heard, to resign his seat at the Board; Mr. Richard Rowett has also resigned in consequence of leaving China. The directors have nominated Mr. Albert F. Heard and Mr. Adolf Andre to fill the vacancies in the Board, which nomination will have to be confirmed at the meeting.

The Bishop of Victoria purposes on the 20th February to open a day school in connection with and on the premises known as St. Paul's College. The teachers will, we are informed, be Mr. A. J. May, late assistant master of St. John's College, Hurstpier-point, Sussex, England, and Mr. Kwan Yun Fat, formerly assistant master in the Government Central School in this colony, who will be aided by two Chinese assistants. The number of pupils will for the present be limited to forty, but they will be taken from all nationalities, Chinese and non-Chinese, provided only they belong to respectable families. They must, moreover, bring a certificate that they have studied Chinese in some school for the period of at least one year. As regards the course of instruction, it will, we are informed, embrace the ordinary branches of an English education, with the addition of Chinese. There will of course be daily instruction in the Christian Scriptures.

With much regret we record the death of Mr. Leonardo d'Almada e Castro, late chief clerk in the Colonial Secretary's office, and Clerk of the Councils, Mr. d'Almada e Castro was appointed clerk in 1843, and entered the public service in the office of the Chief Superintendent of British Trade in China in 1837. The deceased gentleman was widely known, and deservedly respected, even outside his immediate circle of friends, for his urbanity and willingness to oblige.

Mr. Justice Snowden has been engaged in the investigation of an interpleader suit of Ho Asam *v.* Leung Shing. The action arose in connection with the discovery and raising of the launch *Early Bird*. The plaintiff, while raising the barque *Corea*, discovered the launch first and had the place buoyed. Meantime the defendant entered into a contract with Messrs. Hook and Co. to raise her for $500. The plaintiff put in a claim as original salvor, and Messrs. Hook and Co. paid the amount in dispute into Court. After hearing a deal of evidence, judgment was given in favour of the plaintiff for $250; the remaining sum was awarded to the defendant, the subsequent salvor who finally raised her.

The Supreme Court has been again engaged with the case of Yow Yuk Hung *v.* Tse Kai Tung. After the case was completed on both sides, the counsel for each made an able address to the Court. After his lordship's summing up and laying down the law of the case, the special jury returned a verdict for the defendant with costs.

A gentleman who represents the Calcutta Opera Troupe has come to Hong Kong to see if arrangements could be made for a series of performances in this colony. As, however, he wants a guarantee of $19,000, and the secretary of the City Hall expressed serious doubts of his obtaining it—while the agent refused to consult any of the leading houses on the matter—he has given up the idea. It was supposed in Calcutta that 310 persons to guarantee $64 apiece could be found in Hong Kong without difficulty.

The forthcoming races will, we hope, produce good sport, if nothing else. There are not many horses in training, and those which are in training are more like Jerusalem ponies than anything which has yet appeared on the turf at Wong Nai Choong. It might be better to encourage racing, but the turfites perhaps know their own business best.

We learn from the Hong Kong and Shanghai Banking Corporation that Mr. Adolf Andre has taken Mr. Rowett's place as deputy chairman of the Board. Mr. F. D. Sassoon takes his brother's (Mr. S. D. Sassoon's) seat as director.

The Chinese have sent a deputation to the Governor to protest against the proposed registration of householders. Mr. Hayllar, Q.C., has also addressed a forcibly-worded letter to the Colonial Secretary protesting against the passing of the Bill.

Captain Warsaw, late of the ill-fated Pacific Mail steamship *Japan*, was presented with an address, signed by the leading mercantile firms, prior to his departure for San Francisco, expressive of sympathy and confidence.

(FROM OUR OWN CORRESPONDENT.)

A grand reception was given to Monsignore Raimon, on his arrival in the *Hydaspes* by the Catholic community. The Romans, no doubt, thought that they had as good a right to a bishop as had the Church of England folks, and they prided themselves upon making an ovation to the vicar of the Holy Father. The reception, however, was barely noticed in one of the evening papers, and passed over in utter silence by the others. The *Hong Kong Times*, however, the morning paper, gave an elaborate account of the proceedings. Malicious tongues ascribe this to the willingness of the journal in question to gain the support of the Catholics, who among the Eurasians are a large if not a wealthy body.

There is much talk, in whispers at present, of approaching failures of some German firms. If these rumours should be ill-founded I might injure the people referred to by mentioning their names. If well-founded, I shall know the truth shortly, and will keep you informed.

CANTON.

The *Chinese Mail* publishes the following account of the procession which took place at the ceremonial attending the transfer of the remains of the deceased Viceroy to Peking:—

On the 11th Jan. the ceremony of transporting the remains of the late Viceroy took place. All the officials in the provincial city took part in it, and they numbered several thousands. The different Consuls were also present. The coffin was borne from the Vice-Regal Yamun along a straight route to Fatshan, taking the passage of the Southern Gate. Along the entire route, shopkeepers, and others offered sacrifices to the remains of the deceased by the burning of incense and Joss paper. The streets were lined with soldiers, and at the turns of street corners soldiers were specially deputed to keep the road clear. The Manchu and Tartar soldiers followed the procession and brought up the rear, the five regiments of the Viceroy's garrison leading the van.

At the head of the procession was a large red silk flag borne by eight men, and the length of it was about two *cheong*. This huge flag bore an inscription in gold letters of the late Viceroy's titles in full. Following this were 70 pairs of Meritorious Tablets, on which were written the different offices the late Viceroy had been holding during his lifetime, and all the marks of honour conferred on him. Next to these came the paraphernalia emblematic of the Viceroy's authority, and those of the General and Lieutenant-Governor, both of which offices the deceased had held before. Then came a stage sedan, the cushion of which was made of tiger skin, and it was borne by eight military officers of rank. Following this were two paper horses and one paper camel. Then came quite a number of small boys, each carrying a square tray painted in vermilion colour. Each tray contained a valuable curio covered over with a glass shade. Then came four divisions of Priests, followed by three or four "Wan Min San," which were presented to the Viceroy by the people in acknowledgment of his able administration. Then came some more Meritorious Tablets, succeeded by bearers of the Viceroy's insignia and seals. Then came the Canonical Title conferred on him by the Emperor after his death, as also the Imperial Edict authorising the transport of the coffin to Peking for burial. Some more Meritorious Tablets were followed by a wooden stand, on which was carved the head of a dragon, and standing in the centre was a live cock, the feathers of which were perfectly white, while its legs were of a black colour. This bird preceded immediately the massive coffin, which was borne by more than 30 men. The covering of the coffin was made of red silk and inscribed with gold letters. The widow was borne in a chair made of white cloth; she alone was

Digitized by Google Original from CORNELL UNIVERSITY

exempted from going on foot. The rest of the mourners, including the civil and military officials of all ranks, walked behind her chair. The number of musicians and bearers of different articles exceeded 1,000.

The authorities are determined to put down the Wai-Sing lottery, and wherever it was carried on, officers were sent to put it down, and to seize the stakes as forfeitures to the Government. Recently a mandarin named Woo returned from Satow village with a large sum of money. This was the third sum levied from this village. Other officers likewise reported their arrivals from Toong-koon and Shak-lung with similar forfeitures. This species of gambling is nearly eradicated, and the only place where it flourishes is Macao, but this is not within Chinese jurisdiction, therefore nothing can be done to stop it. It is, however, rumoured that the Chinese authorities are going to bring pressure to bear on the Chinese who open such establishments there, by making their relations responsible for their acts or to produce the men themselves. The authorities can obtain the names of all those who are engaged in the gambling, and no doubt they can give great inconvenience to the parties. If the rumour be true the Wai-Sing will have to be carried on by the Portuguese, and then the mandarins will not be able to touch them.

Preparations for working the lead and coal mines in the Canton province are said to be in an advanced state.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

The present mail brings advices from this port to the 28th Jan.; the French mail from London, Dec. 18, arrived out on the 19th Jan., and the following P. and O. mail of the 25th Dec. was received on the 25th Jan. We take the following items of intelligence from the *Straits Times*:—

The Legislative Council has met twice since last mail, and the session is virtually over. The Council will not, however, be formally prorogued on account of the sittings having been prolonged beyond the year, and has merely adjourned *sine die*; thus, the session being continuous, such matters as have not been finally disposed of may be again taken up at the point to which they have been already advanced. The business transacted during the fortnight has not been of great importance. A very necessary amendment has been made in the law regarding the registration of titles for land whereby registration of a transfer may be effected without producing the original grant. This is especially necessary in cases where the ground has been divided up into small lots, rendering it impossible for the holders of lots to produce the original grant on a resale. The Final Supply Bill, 1873, re-appropriating some $212,000 to cover excesses on certain heads during that year, gave rise to some discussion in connection with a paragraph in the treasurer's report, asserting that the cost of living had increased, and on that account forecasting a probable increase of salaries. The Hon. Mr. Shelford disputed the assumption as erroneous, contending that the necessaries of life were not dearer now than in 1867, when the salaries were adjusted, and arguing that increase in efficiency of the officers—which was not apparent—should be the proper ground upon which to base an application for increased emolument.

The Sultan of Perak, following in the wake of the Sultan of Salangore, has issued a general proclamation inviting people to come and settle in his territory and develop its agricultural and mineral resources, under the protection of the British Resident. Land is offered free of costs or taxes for three years, and minerals may be worked according to the laws and customs of the country —presumably on paying a royalty of one-tenth of the produce. Recently the present and ex-Sultan have formally met and amicably adjusted their differences, and great feasts were held in honour of the reconciliation, which drew together a large concourse of the chiefs and people. The Resident (Mr. Birch, our late Colonial Secretary), deeming the presence of a British man-of-war at such a time desirable, to further the maintenance of goods relations between the British and native Governments and at the same time strengthen his influence over the people, asked that a vessel might be sent for that purpose. H.M.S. *Hart* was accordingly detailed for this service, and left this on the 16th Jan. for Perak, returning on the 26th. Mr. J. G. Davidson, of the Singapore Bar, who has been appointed Resident of Salangore, will shortly proceed to that territory to assume the duties of his office.

The annual general meeting of the Singapore Chamber of Commerce has been held at the Exchange Rooms, and after the election of office-bearers and a committee for the current year, the commission for landing, storing, and reshipping cargoes of vessels coming into this port in distress was by resolution fixed at 1 per cent. for valuable cargoes, such as tea, and 2½ per cent. for less valuable cargoes, such as sugar, rice, or Singapore cargo. It was also resolved to authorise a charge of 1 per cent. for invest moneys on mortgage or other securities.

An inquiry has been ordered by the Government into the case of the survivors of the British ship *Euxine*, who, it will be remembered, drew lots and killed and partly devoured one of their companions a few hours before their rescue by a passing ship. They had been at large here, but in consequence of this order were arrested on a charge of murder. The case has not yet come on for hearing before the police magistrate. The men will be defended by counsel.

Rear-Admiral Sir Charles Shadwell arrived here on the 24th Jan. from Hong Kong, in his flagship, H.M.S. *Iron Duke*, and is awaiting the arrival of the *Audacious*, the flagship of his successor, which left Galle on the 17th, and is hourly expected. The *Iron Duke* is homeward bound. H.M.S. *Avon*, Captain Powlett, from Hong Kong, anchored in the roads on the 13th Jan. The *Avon* is now on her homeward cruise. The other vessels in port are H.M.S. *Charybdis*, *Vigilant*, and *Hart*.

The Governor and Lady Clarke last week visited his Highness the Maharajah of Johore, at his residence at Tanjong Putri, where they were most hospitably entertained. The Maharajah is endeavouring to develop the resources of his country, which is rapidly increasing in importance and prosperity and its revenues steadily augmenting.

The news from Atchin is meagre. The Dutch forces had succeeded in capturing several important stockades from the Atchinese at Longbatta, which were inimical to the safety of the Dutch stronghold. This is now said to have been rendered secure, and the successes of the Netherlanders have, the despatches state, so dispirited the people of Pedir, one of the most hostile States, that they desire to tender their submission.

A Macao Chinese prisoner named Lee Ah Kim, one of the Salangore pirates, who was sentenced in 1871 in Penang to penal servitude for life, has escaped from the Criminal Prison. An examination of his cell proved that the prisoner, who was, we understand, locked up alone at night, had escaped through the ventilator in the roof, and made his way unseen over the wall on Stamford road. A reward of $50 is offered for his apprehension.

On the 26th Dec. we reported that a gang of ten Chinese from Campong Glam, who had gone to Pulo Dammar for the purpose of committing a robbery, had been arrested by the Malays there and handed over to the police. The whole gang have been brought before Capt. Douglas. The evidence for the posecution, which was very strong, was further strengthened by the incoherent and conflicting statements made by some of the prisoners The Magistrate committed them all for trial at the crimina session.

Commercial Report.

(For dates see first page.)

IMPORTS.

CHEFOO.—Messrs. Wilson, Cornabé, and Co.'s Report says:—Business generally has been fairly active. Cotton Goods, Grey Shirtings, and T-Cloths have been in fair inquiry, but rates have, if anything, declined a little. Drills have been saleable in small lots at rates which show some margin on Shanghai quotations. Spots, Brocades, and other Fancy goods have been neglected. Metals: Iron has been in little demand, and we scarcely expect to see any improvement till after the Chinese New Year. Lead is much wanted, with no stock in the place, but supplies are shortly expected.

HANKOW.—Business had been on a very small scale during the fortnight—and had been almost entirely confined to Grey Shirtings, rates showing little or no change.

SHANGHAI.—The market during the fortnight had again been devoid of animation, and there had been little change. Cottons: Grey Shirtings were without alteration, and the market was very quiet. T-Cloths showed some improvement in the earlier part of the fortnight, but had since relapsed, and the market closed quiet; a fair business, however, had been done. White Shirtings: Common goods quiet, but for 64 to 66 reed the market was rather stronger. Drills remained without alteration, but American Sheetings showed an advance. In Fancy Cottons there had been no change to note. Woollens.—Camlets: There had been some enquiry for CPH, other chops were unsaleable. Plain Orleans were rather higher. Long Ells had declined, and, in the absence of business, quotations were nominal. Spanish stripes were a trifle easier.

FOOCHOW.—The sales had been as follows:—T-Cloths: 7 lb., 600 pieces at $1.70 to $1.85 per piece. Lead: L. B. and Co., 1,000 pigs at $8.50 per picul.

HONG KONG.—The arrivals during the interval, besides mail steamers, had been s.s. Montgomeryshire, Sarpedon, and Fleurs Castle, bringing full supplies of manufactured goods for this market and the North. A very quiet market had existed during the interval, but there were signs of returning activity in the fact that the up-country dealers were beginning to arrive. In the meantime importers were firm, and as dealers had only been buying when they can meet with cheap parcels for their immediate requirements, there had not been much business in progress.

CANTON.—Lead was in no demand at the moment, whilst at Hong Kong sales were being effected at 20 to 30 cents higher than comparative quoted rate. LB and soft brands were nominally worth $8.10, and WB and Hole chop $8.30 per picul. Quicksilver was quoted at $218 per picul, and was expected to go lower.

BATAVIA.—Business in Piece Goods as usual at the season of the year, had been on a restricted scale, and no revival was expected until after the close of the Chinese New Year holidays.

SINGAPORE.—There had been a moderate demand for some descriptions of Grey Cottons, but generally the market had been quiet, the

Digitized by Google Original from CORNELL UNIVERSITY

near approach of the Chinese holidays always affects business at this season of the year.

PENANG.—A slightly better enquiry had been manifested for some descriptions of goods but at no improvement in rates. During the Chinese New Year's holidays, which this year extend from about the 1st to the 10th Feb., the markets will be almost entirely closed.

EXPORTS.

—o—

TEA.

HANKOW.—Settlements and shipments on native account nil.

The export of Hankow district teas to 24th December, 1874 ... ... 54,101,854 lbs.

The export of Hankow district teas to 24th December, 1873 ... ... 54,500,497 „

Decrease, 1874 ... ... 398,643 lbs.

KIUKIANG.—Black: No business to report. Green: Arrivals showed a marked falling off, only 2,000 half chests having come to hand during the interval.

SHANGHAI.—Black: The settlements reported had amounted to only 532 chests, and showed no change in value; stock, 450 chests. Green: The demand had been steady, and teamen have succeeded in working prices up until at last they had established an advance of 2 taels on fine teas, and about 1 on medium and common chops. The stocks had been replenished by arrivals from the country, and a considerable quantity of tea which had been stored here waiting a favourable turn in the market had been shown. The amount on offer exceeded largely what had usually been in stock at this time of the year. The crop was likely to be in excess of that of last season by some 50,000 packages. Pingsueys, on account of their low prices, had attracted a little attention, but they were not generally in favour. The following were about the prices paid:—For country tea, 26,058 half chests at Tls. 20 to 36.5.0 per picul; Pinsuey, 4,380 half chests at Tls. 23.3.0 per picul. Settlements, 30,438 half chests; stock, 82,580 half chests.

FOOCHOW.—During the interval a large business had been done in Oolongs, and small purchases of Congou had continued to be made. Congou: Settlements 4,000 chests at Tls. 6 to 19, the latter price being paid for boxes,- former values being fully maintained. Arrivals nil, and no further receipts were expected from the country. Oolong: In the early part of the interval a considerable business was transacted in fine parcels at irregular rates, showing in some instances an advance of about two taels on former quotations. The teamen continued firm holders of cargo grades, and only small transactions were reported at Tls. 12 to 14 for common, and Tls. 15 to 16½ for fair to good. Settlements 22,100 half-chests at Tls. 12 to 22½. Arrivals 2,000 half-chests. Souchong, Scented Teas, and Flowery Pekoe: In these kinds there had been no transactions, and no further reeeipts from the country. The export to Great Britain, the Continent of Europe, and the Cape of Good Hope amounted to 60,864,554 lbs., against 54,376,201 lbs. at the same time last year. To America, 2,149,402 lbs., against 3,189,551 lbs.; to the Colonies, 13,395,547 lbs., against 12,473,401 lbs. last year.

CANTON.—Messrs. Deacon and Co.'s Report says:—Our last was dated the 22nd December, and since that time, nothing was transacted in Tea, until a few days ago, when some 3,100 boxes Scented Caper were settled at Tls. 16.5, which shows a slight decline on previous rates. Some 1,200 boxes short leaf Scented Orange Pekoe have also been taken within the last week at Tls. 14.5, but they are said to be for either the Australian or Continental markets. It is reported that several of the Tea Hongs are in difficulty, and are not expected to tide over China New Year; this will prove that season 1874-75 has been equally unremunerative to manufacturers as well as shippers.

SILK.

SHANGHAI.—Shipments by the French mail of the 8th Jan. amounted to 810 bales, consisting chiefly of common to medium Tsatlees at a slight advance on former ruling rates, and including Kukee's Kin-hock at Tls. 320, and Yellow Elephant at Tls. 307½. For this mail 500 to 600 bales are reported for Europe, mostly market Tsatlees at last mail's prices; and 150 to 200 bales for America, chiefly Re-reels at old rates, but including a few bales of Dragon chop No. 3 Tsatlee at Tls. 390, and Kahings, Ching-young-shing's Tinghow and Gnaling, at Tls. 335 and 305, and Dong-yue's Pangling at Tls. 315. Stock had been reduced by most of the Taysaam sorts having been taken for native consumption. Settlements for the fortnight, Chinas, 1,600. Total settlements since 1st June, 1874, 60,300 bales, against 1873-74, 48,700 bales; 1872-73, 50,900 bales. Comparative unsold stock on this market 1875, 8,000 bales; 1874, 4,500 bales; 1873, 2,000 bales.

CANTON.—A moderate but steady business had been in progress during the fortnight, and purchases amounted to 520 bales of all kinds. Of this quantity, about 450 bales were Tsatlee, chiefly of the lower grades, and the remaining 70 bales Loongkongs of various descriptions. Prices showed little if any alteration. Good No 4, Tsatlee was scarce, and holders asked $340 to $345 per picul for best district Silk of that classification. The export of the season was estimated to reach about 8,000 bales against 9,500 bales last season.

CARGOES OF TEA AFLOAT.

Sailing Date.	Name.	From	Cargo—lbs
Oct. 31 ...	Coulnakyle	Shanghai ...	756,208
Nov. 20 ...	Guinevere	„ ...	981,373
„ 27 ...	Cathaya	„ ...	862,059
Dec. 31 ...	Thibet (str.)	„ ...	134,344
„ 31 ...	Menelaus (str.)	„ ...	261,595
„ 31 ...	Laja	„ ...	522,165
„ 5 ...	Duke of Athol	Foochow ...	1,328,588
„ 25 ...	Harlaw	„ ...	1,136,900
Jan. 14 ...	Ajax (str.)	„ ...	1,432,531
Nov. 13 ...	Falcon	Canton ...	665,399
Dec. 28 ...	Matilda Atheling	„ ...	386,512
Jan. 9 ...	Kintauns Castle	„ ...	910,531

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2¼d.	4s. 2⅝d.	4s. 2⅜d.
Shanghai „	5s. 8¾d.	5s. 9¼d.	5s. 9⅜d.
Canton „ ...	4s. 2⅝d. to 4s. 2¼d.	4s. 2⅝d. to 4s. 2⅝d.	4s. 2⅜d. to 4s. 2⅜d.
Hong Kong „ ...			
Macao „ ...			
Singapore „	4s. 2¼d.	4s. 2⅜d. to 4s. 2⅝d.	[redacted] 4s. 3d.
Manila „	4s. 0¾d. to 4s. 1d.	4s. 1⅛d. to 4s. 1⅜d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 303	233
„ Hong Kong	26⅝ to 27 dis.	—
Bar silver	Tls. 111.2.5	10 prem.
Mexican dollars	„ 74.1.0	⅛ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, par.
Hong Kong Gas Company, $75 per share.
[redacted] Hong Kong and Whampoa Dock, 48 per cent. discount.
China Traders' Insurance Company, $350 premium.
Hotel Shares, 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 7 premium.
Hong Kong Fire Insurance Company, $327½ prem.
Union Insurance Society, $50 premium.
China and Japan Marine Insurance Company, Tls. 76 per share.
China Fire Insurance Company, $35 premium ex interest.
Victoria Fire Insurance Company, $16 premium ex interest.
Indo-Chinese Sugar Company, $93 dis.
Chinese Insurance Company, $185 per share ex interest.
Shanghai Steam Navigation Company, Tls. 78 per share ex div.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 8¾d., at Hong Kong 4s. 2⅝d. to 4s. 2¼d., at Batavia F.11.6⅞, at Manila 4s. 1d., at Singapore, 4s. 2⅛d.

THE MAILS.

—o—

PRESENT INWARD MAIL.—BRINDISI, FEB. 25.—The P. and O. Company's steamer Nizam, with the homeward India and China mail, arrived at 2, and the mail left at 2.30 P.M. for London.

HEAVY PORTION OF PRESENT INWARD MAIL.—PORT SAID, FEB. 22.—The P. and O. Company's steamer Mirzapore left at 6 P.M. to-day for Southampton, where she may be looked for about the 7th March.

NEXT INWARD MAIL.—SUEZ, FEB. 24.—The Messageries Maritimes steamer Provence, with the inward French mails from China and Japan, left here to-day for Port Said and Marseilles, at which latter port she may be expected on the 4th March.

INWARD MAIL DUE MARCH 15.—GALLE, FEB. 19.—The P. and O. Company's steamer Pera, from Australia, and the Gwalior, from China, with the homeward China and Australian mails, arrived here yesterday. The Mongolia leaves for Suez to-day.

HEAVY PORTION OF NEXT OUTWARD MAIL.—SOUTHAMPTON, Feb. 25.—The P. and O. Company's steamer Peshawur sailed to-day with the heavy India and China mails, and a full cargo. She took out ninety-six passengers, and twenty-seven proceed by the corresponding steamers from Venice and Brindisi, making a total of 123. The Peshawur goes through the Canal to Calcutta, passengers for Bombay changing steamers at Suez.

INWARD MAIL DUE MARCH 22.—GALLE, FEB. 26.—The Messageries Maritimes steamer Tigre, with the inward French mails from China and Japan, left here to-day for Aden.

OUTWARD MAIL OF JAN. 8.—SHANGHAI, FEB. 23.—The P. and O Company's steamer Sunda, with the London mails of the 8th of January, arrived here to-day.

OUTWARD MAIL OF JANUARY 29.—GALLE, FEB. 23.—The Messageries Maritimes steamer Iraouaddy, with the outward French mails from Marseilles, on the 31st of January, left here to-day for Singapore.

TELEGRAMS FROM THE FAR EAST.

DESTRUCTION OF TELEGRAPH CABLES IN CHINA.

COPENHAGEN, FEB. 22.—The Great Northern Telegraph Company has received a telegram from China stating that the land line from Foochow to Amoy has been destroyed by persons hostile to the construction of telegraphs. The material was also destroyed or carried away, but the members of the telegraph staff remained unmolested.

INUNDATIONS IN JAVA.

THE HAGUE, FEB. 24.—An official despatch states that there have been great inundations in several parts of the Island of Java.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, &c., Jan. 9, Scotland (str.); Feb. 26, Meiji Maru (str.), Evelyn.

At SHANGHAI.—From London, Jan. 8, Velocity; from New York, Jan. 8, Golden State; from London, &c., Feb. 23, Pardo (str.), Janet; 26, Ceres, Silver Eagle; Feb. —, Glenartney (str.).

At FOOCHOW.—None.

At HONG KONG.—From London, Jan. 7, Montgomeryshire (str.); 11, Fleurs Castle (str.); from Cardiff, Jan. 19, Charité; from London, &c., Feb. 20, Invincible, Glamis Castle (str.).

At MANILA.—None.

At BATAVIA.—From Glasgow, Jan. 17, Amboina (str.); from Cardiff, Jan. 8, Akbar; from Holland, Jan. 9, Princes Amalia (str.); Jan. 11,

Digitized by Google Original from CORNELL UNIVERSITY

Noach I (str.); Jan. 20, Holland (str.); Prins Hendrik (str.); from Texel, Jan. 15, Ijmuiden (str.), India Packet; from Brouwershaven, Jan. 16, Graafstroom; from New York, Jan. 16, Endeavour, Lucy S. Wills; from Buenos Ayres, Jan. 16, Adelina Marianne.

At SINGAPORE.—From London, Jan. 21, Abbotsford (str.); from Liverpool, 26, Hector (str.); from Newcastle, 18, Jupiter (str.); from Glasgow, 19, Singapore (str.); 23, State of Virginia (str.); from Cardiff, 16, Sollecito, Fortuna; Feb. 15, Gerard; from London, Feb., Glenartney (str.); from Tyne, 23, Carnaquin (str.).

At PENANG.—From London, &c., Feb., Vanguard (str.); from London, Feb. 27, Gleam.

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—For London, Jan. 9, Ajax (str.); for New York, Jan. 12, Sooloo.

From FOOCHOW.—For London, Jan. 14, Ajax (str.).

From HONG KONG AND CANTON.—For London, Jan. 6, Ardent; 9, Kinfauns Castle; Jan. 16, Ajax (str.); for New York, Jan. 15, Chinaman.

From MANILA.—For London, Feb. 18, Agnes Muir.

From BATAVIA.—For Rotterdam, Jan. 17, John Bramall (str.); 21, Hampton (str.).

From SINGAPORE.—For London, Jan. 15, Penedo (str.); 16, Menelaus (str.); 23, Ajax (str.), Charles H. Southard; 27, Glenlyon (str.), Atalanta (str.); for Liverpool, Jan. 21, Douglas Castle.

From PENANG.—For London, Jan. 20, Menelaus (str.); 25, Ajax (str.).

VESSELS LOADING.

At SHANGHAI.—For London, Sarpedon (str.), Omba; for New York, Northampton, Inverness.

At HONG KONG.—For New York, Chatanooga, Commissary, John Milton, Chinaman.

At BATAVIA.—For Holland, Cornelius Smit, Otto, Louis August Constantin, President von Rijckevorsel, Tromp, Cornelia, Holland (str.), Prins Hendrik.

At SINGAPORE.—For London, St. Aubin; for Marseilles, David Brown, Charlotte Clark; for New York, Jupiter T., Verona; for Boston, Glamorganshire.

AT PENANG.—None.

FREIGHTS AND CHARTERS.

From SHANGHAI.—London, per steamer, £3 10s. per 40 feet; sailing vessel, £3 per 50 feet.

From HONG KONG and CANTON.—To London and New York, £3 per ton of 50 and 40 feet respectively.

From BATAVIA.—To Holland, per steamer, tobacco f.90; tin f.50, coffee. f.85; hides f.110.

From SINGAPORE.—To London, per steamer, from £3 to £3 10.; sailing vessel, £2 7s. 6d. for dead weight, £3 light weight. To Marseilles, £3 for dead weight, £3 10s. per ton light freight.

From PENANG.—To London, per steamer, tobacco, £4; tin, £2 5s.; tapioca flour, £3 5s.; coffee, £4 10s.; hides, £5; meast., £4 5s.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Dec. 30	Courier	Foochow	Channel
Jan. —	Durham	Zebu	Liverpool
„ 5	County of Stirling	Glasgow	Batavia
„ —	Etta Loring	Manila	London
„ 7	Lady Louisa	Shanghai	New York
„ 8	Sooloo	Manila	Boston
„ 12	Gem	Bangkok	Dunkirk
„ 13	Henriette Behn	Manila	New York
„ 15	Ymuiden	Amsterdam	Batavia
„ —	Alden Besse	Hong Kong	New York

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Feb. 25, at Bristol, from Java, Sharperton; at Amsterdam, from Batavia, Dahlia (str.); 26, at Liverpool, from Manila, Yrurac Bat (str.); at Queenstown, from Sourabaya, Petunia; at New York, from Amoy, Picciola; 27, at Deal, from Colombo, &c., Kingstown (str.).

DEPARTURES.—Feb. 25, from London, for Hong Kong, Hervatska; from Cardiff, for Hong Kong, Gustav; 26, from London, for Colombo, &c. (via S.C.), South Tyne (str.); for Penang, Singapore, China, and Japan (via S.C.), Viking (str.); from Liverpool, for Singapore, China, &c. (via S.C.), Deucalion; for Manila, Aurrera (str.); 27, from London, for Yokohama, Suma (str.); from Liverpool, for Hong Kong, Queen of the Seas.

LAID ON.—At Liverpool, for Rio Janeiro and Batavia, Batavia.

SPOKEN.—Ville de Bruxelles, Bangkok to Marseilles, Feb. 1, 30 N., 31 W.

The Bussorah, Gibb, from Sunderland, having shipped another crew, proceeded, Feb. 24, from Grimsby for Anjer; the refractory men (seven in number) have been committed to prison for ten weeks.

ADEN, FEB. 26.—The Hong Kong (str.), London to China and Japan, struck on a sunken rock off Abdelkuri and foundered. A lady passenger—Mrs. J. Walter—and five children drowned. Mate, chief and third stewards, fourth engineer, and butcher drowned; eighteen men arrived; captain and seventeen men and second boat missing. The Hong Kong sailed from London on Jan. 22.

At NAPLES.—Feb. 23, Voorwarts (str.) V. Roggen, from Nieuwe Diep, for Batavia.

At ADEN.—Hampton (str.), McMoutry, from Java, and left, Feb. 24, for Rotterdam; Killarney (str.), sailed Feb. 24, for Singapore.

MISCELLANEOUS.—At Port Said, W. H. Atkinson (str.), from London, for Colombo, &c.; Venice (str.), from London, for Penang, Singapore, China, &c.

JEDDAH.—[Suez, 27th Feb., 7.45 P.M.]—The Ulysses (s.), from Liverpool to China, when entering on the 17th Feb., stranded reef, and on the 20th remains fast—16 feet (? water in) main compartment—two steamers assisting; every prospect of floating; injury to vessel unascertained, but sufficient to prevent resumption of voyage; greater portion of cargo safely discharged; serious damage improbable; fuller details telegraphed; Holt, commander controlling arrangements; telegraph instructions immediately to Suez.

CASUALTIES.—The Viceroy (str.), from London to Colombo, &c., lost rudder and rudder-post at mark 20 feet, in heavy gale, 420 miles S.E. of Malta; she was towed into Alexandria by the Lorne (str.).

PORT SAID, Feb. 27, 2.15 P.M.—The Ulysses went ashore between two rocks at Jeddah, Feb. 17; discharged her cargo, 400 tons damaged; main hold full of water; the Mercury, tug, leaves Suez this evening with steam pumps. Nestor (str.), due here, will follow with Holt's agent; other appliances will take on 500 tons of cargo of Ulysses.

WE observe that CHUNG HOW has been appointed Right Vice-President of the Board of Finances at Peking. It will doubtless be recollected that this official came into prominent notice in connection with the Tientsin Massacre, the circumstances showing beyond any question that if it was not possible to prove that he was actually implicated in the matter, it was due to his neglect to take proper precautions that the outrage was possible. Subsequently he was appointed a special Ambassador to France, where he arrived during the war, had an interview with M. THIERS at Versailles, duly talked that venerable Statesman over, and returned to China, if not triumphant, at least safe and sound. His promotion to an important office at Peking is therefore somewhat noteworthy. He has been taking great interest in the Transit of Venus and other similar matters; but it is worthy of note that up to the very day of the Tientsin Massacre CHUNG HOW was considered the most markedly friendly official towards foreigners in China, and the value of such friendship was illustrated in a rather unexpected manner on the 21st June, 1870. We suspect therefore, that the members of the French Legation will not attach so much importance as might otherwise be the case, to the interest which he manifested in the astronomical observations.

THE Shanghai Chamber of Commerce in the report presented at its meeting in January last, again calls attention to the detriment to the trade in British manufactures which is being brought about by the practice of "heavy sizing," or, in other words, adulterating the goods. The matter has been spoken of so frequently that it is almost beyond hope that it will produce any effect upon the Manchester manufacturers, who seem determined to go on in their more than questionable practices until they have raised up so serious an opposition that they will find it difficult, if not impossible, to hold their own by a too late return to the honest system of manufacture by which they originally obtained their status in the East, and by which they will most assuredly be alone able to sustain it. It is time that the Manchester Chamber took the subject up again, and made a *bonâ fide* effort to arrive at something better than the plausible pretexts in favour of adulteration which were uttered the last time the matter was discussed by that body.

MR. J. F. KNOX, H.B.M. Consul-General in Siam, left by the steamer *Viking*, which sailed on Saturday last.

THE will with two codicils of Mr. Robert Benson has been proved by Mr. William Benson, the brother, Mr. C. R. Moorsom, and Mr. J. M. Moorsom, the surviving executors, the personal estate being sworn under £90,000. The testator provides for his wife, Mrs. Eleanor Sara Benson, having the use of his furniture, with £400 per annum for her maintenance and comfort, during her life or widowhood; to each of his executors he leaves £300, and upon trust to his daughter £5,000; the residue of his property he divides as follows:—Two-fifths to each of his sons, and the remaining fifth upon trust for his daughter. The deceased was a member of the firm of Robert Benson and Co., King's Arms-yard, Moorgate-street.

THE EMBEZZLEMENT FROM THE CHARTERED MERCANTILE BANK.—Alfred James Price, who was last week committed for trial on a charge of embezzling several sums belonging to his employers, the Chartered Mercantile Bank of India, London, and China, was again brought up on the 24th ult. when another charge was gone into. The evidence went to show that in one instance he took £200 and in another £300 out of the moneys paid to him for the foreign drafts, and it was said that the entire defalcations were between £3,000 and £4,000, from which, however, might be deducted £500 which the defendant had deposited in lieu of an indemnity bond.

THE P. and O. steamers now in dock are the *Khedive*, *Carlton*, and *Travancore*. The *Delhi* sailed yesterday, and will take out the Bombay mail of the 4th inst. from Southampton. The *Khedive* will follow with the Calcutta mail of March 11th. The *Bengalee* has gone north, to receive new boilers, &c.

Digitized by Google
Original from CORNELL UNIVERSITY

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the Addresses of all Persons connected with the FAR EAST, and reference can be made to the same by personal application at the Office or by letter

Any Information required by Subscribers in reference to Commercial or genera matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "LONDON AND CHINA EXPRESS" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published Weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, MARCH 1, 1875.

THE HONG KONG AND SHANGHAI BANK.

"I AM assured that the most ample provision has been "made for all possible losses, which statement the share-"holders may fully rely upon," are the neat and appropriate words in which Mr. JACKSON, the manager of the London branch of the Hong Kong and Shanghai Bank, concludes a circular address to the shareholders, setting forth that telegraphic information has been received from Hong Kong that the meeting of shareholders on the 18th inst. adopted, without dissent, a statement of accounts showing that the reserve fund was reduced to $100,000, that the balance at credit of profit and loss was $120,000, and that, finally, "for a second time in the history of the Bank," the directors had determined not to declare any dividend. This last-named fact, besides being interesting in a historical point of view, has a somewhat direct influence upon the butchers' and bakers' bills of confiding home shareholders, who have invested their all in this lamentably mismanaged institution, and who will scarcely feel consoled for being for a second time disappointed in not receiving a dividend, by being for a third time assured that the "most ample" provision has been made for all possible losses. It is not surprising that Mr. JACKSON should feel compelled to supplement this rather tautological expression by a declaration scarcely less tautological, that the shareholders may "fully rely" upon this statement. We do not object to these little embellishments merely upon grammatical or artistic grounds, but upon much more weighty considerations would have preferred to be informed that all liabilities were provided for to being "assured that the *most* "*ample* provision has been made for *all possible losses*, which "statement the shareholders may fully rely upon." It may be that the directors having twice told the shareholders that all contingencies had been taken into account, and having had twice to admit that the statement was not in accordance with the facts, should have been led by a natural gradation through the three degrees of comparison, and having years ago commenced by stating that the liabilities were provided for, have gone on to stating next that they were "amply provided for," and finally, that they were "most amply provided for." This process of reassuring shareholders, which unfortunately admits that they expect they will not be fully disposed to believe their statements, speaks boldly either for the faith of the shareholders or the credibility of the directors; and it is a somewhat interesting question which of the two facts they desire to indicate—do they intend to convey the impression that the shareholders are less confiding, or that they themselves are less to be believed than other people? Either admission is, to say the least, unfortunate, and leads inevitably to the same conclusion, namely, that for some reason or another there does not exist that confidence between the directors and shareholders which is obviously necessary for the satisfactory conduct of the affairs of the Bank. The repetition of the old statement, that all the liabilities have been disclosed, must come with singularly small effect after the same statement has been made twice before, and has proved to have been false—we do not say intentionally false—but, beyond the possibility of denial, false in fact.

Is this the conduct of their business to which the shareholders in Hong Kong are prepared to submit without dissent, and is it impossible to find directors who will be, we will say, a little more vigilant as to the affairs of the Bank, and ascertain with a litt more accuracy what is its actual position at a given time? The origin of the present state of things is stated, by men well able to judge, to date as far back as the "resignation" of Mr. KRESSER, and the shareholders were guilty of a dereliction of duty in not demanding fuller explanations of the state of affairs at that time, and have repeated the omission at every subsequent meeting. They have encouraged the directors in their neglect, and now reap the results of their apathy. The very wretchedness of the statement now telegraphed is in some sort a guarantee that at last the directors have "made a clean breast of it," but it speaks very badly for the manner in which public institutions in Hong Kong are managed, that a straightforward declaration of the position of the Bank has only been wrenched from the directors when—whether advisedly or not we do not now say—but when, as a plain matter of fact, the shareholders had taken a course of action deliberatively expressive of a want of confidence in them, and after the celebrated case of WHITTALL *v.* BELL had startled them into the knowledge that there is a point at which neglect, incompetency, or misrepresentation on the part directors will render them personally liable.

THE CHINA TELEGRAPH CABLES.

A VERY curious, and at the same time a most unfortunate, coincidence has happened in regard to this matter, for in the brief space of five days we have heard of the successful completion of the second section of the line, and of the destruction of the whole work. The *Foochow Herald*, received by last mail, was somewhat exultant, and naturally so, at the satisfactory progress that was being made, and expressed a confident hope that General RAASLOFF'S arrival at Peking would bring about a fulfilment of the alleged agreement between the Chinese Government and the Great Northern Telegraph Company; it further affirmed that the country people were everywhere civil and friendly to the company's *employés*, and that the Viceroy had received permission to give his official sanction to the work. At the same time our contemporary guardedly remarked, "We trust that this is not a *ruse* to throw the responsibility of rejection on a subordinate officer." This week, we regret to say, telegraphic news was received in London, *via* Copenhagen, that the line had "been destroyed by persons hostile to the construction of "telegraphs. The material was also destroyed or carried "away, but the members of the telegraph staff remained "unmolested." This intelligence is most unfortunate and disappointing, for matters were beginning to wear a cheerful aspect, and it almost seemed as if the thin end of the wedge had been successfully inserted in the outer crust of Chinese prejudice, and that FENG-SHUI'S ghost had been laid for ever, as far as telegraphs were concerned; nevertheless, annoying as this *contretemps* is, we venture to think that the foolish act on the part of the Chinese will afford the foreign diplomatic body at Peking a golden opportunity, if they can only be induced to act in concert in so very important an affair, for procuring the definite and unmolested admission of telegraphs into the country. General RAASLOFF alone, we fear, may not be able to accomplish this end, but the united pressure of the *Corps Diplomatique* ought, at this juncture, to be able to carry the matter through successfully, and we would express a hope that the respective Governments of the Treaty Powers may see the opportunity we allude to, and instruct their representatives accordingly.

WE understand that M. LEGER, who has held a post at the office of the Minister of Finance in Paris, has been appointed the Manager of the new Indo-China Bank at Saigon, and proceeded by the last mail to that port. M. MICHELOT, who has been managing the Saigon branch of the Comptoir d'Escompte, will act as Sub-Manager, and will also liquidate and close that branch on the opening of the new Bank. We have omitted to notice that the dividend declared by the Directors of the Comptoir d'Escompte for the half-year was f.20 per share, equivalent to 8 per cent. per annum.

WE hear that the withdrawal of the Pacific Mail Company's Subsidy has been confirmed by the United States Senate.

Digitized by Google
Original from CORNELL UNIVERSITY

PROGRESS AT OSAKA.

IN Mr. Consul GOWER'S Report on the Trade of Hiogo and Osaka during the year 1873 we find some noteworthy information, supplied by Mr. Vice-Consul ANNESLEY, with respect to the progress which has been made at Osaka, and which is the more remarkable, as the place had only been open for six years to foreign trade and influences at the time when the report was drawn up. Osaka, as is well-known, is one of the most important cities in the Japanese Empire, and contains more than half a million inhabitants, besides a large fluctuating population. Whether, however, it will eventually answer as a Treaty port, it is, perhaps, premature to hazard a conjecture; at present, at any rate, it certainly does not figure very favourably in the Trade Returns. But this is not the point to which we propose to refer on this occasion, our object being rather to call attention to the advances which have been made there by the Japanese in the adoption of various adjuncts of Western civilisation in matters classed under the heads of *Industries* and *Public Works*. Osaka possesses, it seems, a large arsenal, where all kinds of warlike *matériel* are manufactured, and the works in this establishment are entirely carried on by Japanese artificers; a steam paper-mill was in course of construction at the end of 1873, guaranteed to turn out a ton of paper daily. Several other kinds of foreign machines have been introduced into Osaka; among these are knitting, spinning, and weaving machines, a shoe and boot-making machine, a steam machinery for the manufacture of grey shirtings (unbleached), which is in full operation at Sakai, in the neighbourhood, and a large steam oil-pressing machine, which produces a considerable quantity of oil made from rape-seed cake. A brewery, too, on an extensive scale is at work, and brews beer of a fair quality from American hops. This liquid, adds Mr. ANNESLEY, is much consumed by the Japanese, and must be taken, we presume, as a clear proof of the progress which Western habits are making in the country. Glass-blowing is carried on to a small extent, but not very successfully; cheap kerosene lamps are made at Osaka, and it seems probable that they will soon supersede the paper lanterns and smoking oil-lamps used by the natives in lighting up their dwellings. Turn we now to Public Works. The Japanese Government, we are told, have erected on the opposite bank of the River Kizu, facing the foreign settlement, a large building, intended as a City Hall, in which the local Government offices, except the Customs, are to be collected. This is described as an imposing-looking edifice, and was originally designed by Major KINDER; the Japanese, however, have carried out the details according to their own notions, and are said to "have ignored all the principles of modern architecture." The municipal buildings, Mr. ANNESLEY reports, are nearly completed, and they will consist of a municipal hall, with accommodation for the municipal police, well-built houses for a Shand and Mason fire-engine, and last, but not least, a red brick prison, with a covered prison yard. Some iron bridges have been constructed, under foreign superintendence, and Mr. ANNESLEY further states that the small foreign settlement continues to be well lighted and kept in good order, the streets being well-paved and clean, while trees planted on both sides afford an agreeable shade in summer. Not much has been done of late to facilitate the navigation of the river beyond some occasional dredging, and this ought to be constant to enable the ferry steamers to run. The Japanese appear to have it in contemplation to develop the neighbourhood of Osaka, for "some foreign "engineers have been surveying the Ajikawa as far as "Kiôto, with the view of deepening this river sufficiently "to admit of steamers of light draught navigating the "whole length up to that *fu*, and also to construct a canal "connecting the river with Lake Biwa. . . . This un-"dertaking, if carried out, would place the west coast of "Japan, together with many fertile districts of commercial "importance, within easy reach of Osaka and Hiogo." In educational matters, too, the Japanese are not by any means backward at Osaka, for the place now contains seventy-two primary schools, one college, and one academy, attended by some 10,000 pupils. Six English teachers are employed at the college and academy; and there is also a school for girls under the care of a foreign instructress. Having thus enumerated many matters, which prove that the Japanese at Osaka are progressing rapidly, and, indeed, perhaps too rapidly, Mr. ANNESLEY reserves to the conclusion of his notes a statement which is greatly to their discredit, and which shows incontestably that they are utterly ignorant of the fundamental principles of free-trade. "I am informed," he says, "that an octroi duty of one per "cent. is levied by the Japanese authorities on all goods "in charge of Japanese passing to and from the Foreign "Settlement. As this tax directly affects the free-trade and "interests of foreigners, it is very desirable that it should "be abrogated." In conclusion, we may remark that the number of foreign residents at Osaka, of all nationalities, increased from sixty-four in 1869 to 129 in 1873, while the numbers at Hiogo in the same years were 185 and 415.

CEYLON.

RECENT files of Ceylon papers contain the closing speech of the Governor to his Legislative Councillors, and a summary of the year's occurrences in that prosperous little island. Ceylon is fortunate in possessing a ruler who is at once an able administrator, an energetic chief of the State, and an ardent promoter of learning in all its aspects. Mr. GREGORY not only finds time to visit the most interesting provinces under his government, but gives the utmost attention to new projects for the development of local interests, and, moreover, enters warmly into matters connected with archæology, literature, and history. He has dismissed his Council in a speech teeming with reassuring statements as to the prospects of the colony, and gratifying figures in regard to the past. The revenue for the year just elapsed was stated at £1,280,000, whilst that for the current year is estimated at £1,281,700, from which amount his Excellency has appropriated £277,600 for public works, in addition to £15,500 for railway extension. We are not informed of the sum voted for purposes of education; but we do not forget that there is, beyond the above-named amount voted for public works, a very large outlay on roads under the provisions of the Thoroughfares Ordinance by means of local labour. The re-assertion by the Governor of his resolve that no fresh railway should be undertaken that did not promise a remunerative return is highly judicious, and one that we trust will not be easily set aside by idle clamour. The important work of the breakwater has been fairly commenced, and now that the working plant for that purpose had reached the colony, good progress will be made in what may be regarded as the foundation of the future greatness of Colombo as an Eastern steam port.

The work of the local legislature has partaken pretty much the character of that of the Imperial Parliament, useful without claiming the distinction of being sensational or brilliant. An ordinance for the punishment rather than the prevention of coffee stealing has been passed, which, though not meeting with general approval, may serve at any rate as a basis for some more practical legislation a year or two hence, when the defects of the present Bill will no doubt be made manifest. A law for the management of branch or grant-in-aid roads appears likely to work satisfactorily, as it is formed on the principle laid down many years ago by Mr. WALL, then an unofficial member of Council, of allowing the power of assessment to local committees instead of to the revenue officers, too often very ill informed on the subject. There have also been ordinances enacted for providing funds for the Colombo Breakwater, for a railway to Morotto, connecting that industrial centre with the capital, for railway extension in the interior, and for supplying water to the towns of Galle and Kandy. It is to be hoped that in his anxiety to further the interests of the large coffee districts to the south of Kandy his Excellency will not be unmindful of the very important coffee industry in another direction—that situated to the north of the mountain capital, in and around Matele, Hunasgiria, Kallibokke, and the Rangalla districts. The country in this latter direction is so devoid of engineering difficulties, the work of laying a line of rails would be so inexpensive and expeditious, that we are amazed to find it shelved for so long a period, whilst other and more costly lines are in serious contemplation.

We are glad to learn that native interests have not been forgotten amidst the loud outcry for planters' railways and

Digitized by Google Original from CORNELL UNIVERSITY

planters' coffee stealing ordinances; the irrigation scheme has been fairly worked; many minor tanks have been repaired under the operation of village councils, and though the health of certain districts has not been good, Government has exerted itself to remedy this evil. We should, indeed, be glad to see a little more timely action in these matters, but when we find the affairs of an important province like that of the western division of the island entrusted to an officer whose declining years demand repose rather than work, we cease to marvel at any shortcomings in administrative action.

The commercial and planting status of the island, though not all that some would desire, cannot fairly be made a matter of complaint. If the import market is overstocked with unprofitable goods importers have the remedy in their own hands. If merchants find they cannot realise a profit in coffee bought costing 120s., who have they to blame but themselves? The present market quotations for coffee in London leave a splendid margin for the grower, but not for over-confident speculators. It is true that there have been short crops in Ceylon, but this is a drawback to which all colonies are occasionally subject: were "bumper crops" the rule in the article of coffee all the world over, where would prices be? In our opinion, the late figures realised for Crown forest in Ceylon for coffee planting tell an unmistakable tale of prosperity, and if the decline in the coffee market at home causes the abandonment of purchase of crops before they are grown, none will have greater cause for rejoicing than the coffee planters of this very flourishing island. With an able and energetic Governor and a Secretary of State with statesmanlike views, there is every reason for believing in the future prosperity of Ceylon.

THE ADULTERATION OF TEA.

The following important provision as to the adulteration of tea is appended as a final clause to the new "Sale of Food and Drugs Bill:"—

From and after the 1st January, 1876, all tea imported as merchandise into and landed at any port in Great Britain or Ireland shall be subject to examination by persons to be appointed by the Commissioners of Customs for the inspection and analysis thereof, for which purpose samples may, when deemed necessary by such inspectors, be taken and with all convenient speed be examined by the analysts to be so appointed, and if upon such analysis the same shall be found to be unwholesome, mixed with other substances, or exhausted tea, the same shall not be delivered unless with the sanction of the said Commissioners and on such terms and conditions as they shall see fit to direct either for home consumption or for use as ship's stores or for exportation; but if on such inspection and analysis it shall appear that such tea is in the opinion of the analyst unfit for human food the same shall be forfeited and destroyed or otherwise disposed of in such manner as the said Commissioners may direct. Tea to which the term "exhausted" is applied in this Act shall mean and include any tea which has been deprived of its proper quality, strength, or virtue by steeping, infusion, decoction, or other means.

From the foregoing we may see that the Government have found themselves unable to resist the complaint urged by the retail grocers in this country, that it was unjust to punish them for selling unwholesome or adulterated tea, which was, after all, only in the same condition as when it passed the Custom-house authorities. Henceforth, therefore, Official Inspectors will make it their business to see that no teas really unsound, or unfit for consumption, escape into the hands of speculators in our home markets. Of course, there will be some considerable expense connected with the discharge of these new functions and the appointment of salaried professionals for that purpose, but after all, considering that tea is nearly as universally consumed as salt, the British public will not be inclined to grumble on that score, provided that the work is effectively performed. The fact is, there is hardly anybody who knows so little what he is about as the unhappy British tea-dealer. We do not refer to the large well-recognised firms, but to the smaller grocers scattered all over the land. They do not understand wherein the difference between good tea and bad tea lies, and if they did it would profit them nothing, for what their customers want is something cheap, and something that will stew down into a good strong brown infusion. We can, however, see one or two points in which care must be exercised should the Government proposal pass into law. Disputes may arise, and litigation ensue, should a tea in fairly sound condition when unshipped be detained for any time in bond, and during the detention, from damp or other causes, turn out too unwholesome to be consumed. Then, again, suppose on a future change of Government some popular administrator abolishes the duty on tea? Is the whole army of analysts to stand or fall with the sixpence a pound, or, *vice versâ*, is a burdensome restriction on a great industry to be for ever riveted round our necks on account of the adulterant tricks of the "heathen Chinee?" Lastly, we may, perhaps, expect that the new system would tend somewhat to enhance the prices of tea. At all times a risky, speculative, and uncertain trade, the merchants in China would now find themselves with a new element of danger to face. If they buy up the cheaper sorts and poorer qualities of tea, there would now be the chance that these shipments may reach home in a more or less unsound state, and be actually excluded from any sale at all. It would be far wiser to purchase only the better and more high-priced stocks, and this is what we may expect to be the prevailing practice. The very cheap teas will not be sent on to the English market at all. We question whether our working classes will altogether relish this.

CARGOES AFLOAT.

—o—

SINGAPORE AND PENANG.

Per Mary Nelson: 320 tons black pepper, 25 tons white pepper, 1 ton gutta, 420 cwt. rattans, 194 cwt. hides, 310 tons sugar. Emilio Rondanino: 350 tons gambier, 150 tons sago flour, 60 tons pearl sago, 75 tons black pepper, 25 tons white pepper, 23 tons gutta, 320 cwts. rattans, 380 cwts. hides, 13 tons india-rubber, 7 tons horns, 462 cwts. copal, 160 cwts. mother-o'pearls, 20 tons tapioca. Colombian (str.): 40 tons gutta. Lake Leman: 665 tons gambier, 335 tons sago flour, 153 tons pearl sago, 7 tons black pepper, 10 tons gutta, 440 cwts. rattans, 1,546 cwts. hides, 20 tons india-rubber, 9 tons horns, 137 m. Malacca canes, 85 cwts. mother-o'pearls, 80 tons tapioca. Excelsior: 26 tons tin, 390 tons black pepper, 780 cwts. rattans, 120 cwts. hides, 200 tons sugar. Amstel: 740 tons gambier, 40 tons tin, 105 tons pearl sago, 555 tons black pepper, 50 tons white pepper, 1,080 cwts. rattans, 665 cwts. hides, 430 tons sugar, 900 cwts. copal, 65 tons tapioca. Alice Ritson: 185 tons gambier, 155 tons sago flour, 140 tons pearl sago, 15 tons gutta, 220 cwts. rattans, 365 cwts. hides, 12 tons india-rubber, 14 tons horns, 11 m. Malacca canes, 35 cwts. mother-o'pearls, 65 tons tapioca, 14 cwts. gamboge. Asterope: 30 tons tin, 300 tons black pepper, 25 tons white pepper, 240 cwts. rattans, 42 cwts. hides, 430 tons sugar. Claudine: 280 tons gambier, 220 tons sago flour, 60 tons pearl sago, 35 tons black pepper, 20 tons white pepper, 200 cwts. rattans, 5 tons horns, 33 tons tapioca. L. J. Enthoven: 200 tons gambier, 185 tons sago flour, 1,040 cwts. rattans, 7 tons horns. Amsterdam: 1,320 tons gambier, 445 tons sago flour, 160 tons pearl sago, 2,380 cwts. rattans, 575 cwts. hides, 120 tons tapioca. Zeeburg: 400 tons gambier, 325 tons sago flour, 480 cwts. rattans, 355 cwts. hides, 50 tons tapioca. Lochleven Castle: 405 tons gambier, 390 tons sago flour, 12 tons black pepper, 1 ton white pepper, 20 tons sapanwood, 175 cwts. hides, 70 m. Malacca canes. Andromeda: 50 tons gambier, 480 tons sago flour, 65 tons pearl sago, 8 tons sapanwood, 320 cwts. rattans, 14 tons tapioca. Celæno, 310 tons gambier, 40 tons sago flour, 35 tons pearl sago, 190 tons black pepper, 35 tons white pepper, 26 tons gutta, 300 cwts. rattans, 785 cwts. hides, 3 tons india-rubber, 48 m. Malacca canes, 10 cwts. benjamin gum, 375 cwts. mother-o'-pearls, 70 tons tapioca. Guiseppina N.: 610 tons gambier, 35 tons sago flour, 50 tons pearl sago, 120 tons black pepper, 280 cwts. rattans, 700 cwts. hides, 12 tons horns. Yrurac Bat (str.): 45 tons gambier, 420 cwts. rattans, 15 tons tapioca.

MANILA.

Annie: 380 tons sugar, 205 tons hemp. Atma: 385 tons sugar, 255 tons hemp. Seawfell: 400 tons sugar, 567 tons hemp, 9 tons sapanwood. Sir Jamsetjee Family: 600 tons sugar, 4 tons coffee, 535 tons hemp, 35 tons sapanwood, 600 cwts. mastic, 42 cwts. mother-o'pearls, 97 cwts. indigo, 23 tons tobacco, 583 mil. cigars, 257 cwts. hide cuttings. Romeo: 562 tons sugar, 114 tons hemp, 1 cwt. mother-o'pearls, 120 tons tobacco, 2,745 mil. cigars. Mountain Laurel: 800 tons sugar, 387 tons hemp, 10 mil. cigars. Cosmopolyta: 625 tons sugar, 100 tons hemp. British Empire: 732 tons sugar, 5 tons sapanwood. Eugenio: 945 tons sugar. Etta Loring, 400 tons sugar, 375 tons hemp, 10 tons sapanwood. Durham: 500 tons sugar, 740 tons hemp, 3 tons sapanwood. Yrurac Bat (str.): 990 tons sugar, 390 tons hemp, 25 tons sapanwood, 225 tons tobacco, 245 mil cigars. Remus: 650 tons sugar, 350 tons hemp, 4 tons sapanwood. Stefano: 1,110 tons sugar, 130 tons hemp.

THE CHINA TELEGRAPH CABLES.

The *Pall Mall Gazette* says:—The news which has just reached us by telegram from Copenhagen of the destruction of the newly-constructed line of telegraph from Foochow to Amoy affords another instance of the use which the Chinese Government is in the habit of making of local mobs. On the first news of the landing of the Japanese troops in Formosa the Viceroy of Fuhkien engaged the Great Northern

Digitized by Google Original from CORNELL UNIVERSITY

Telegraph Company to construct an overland line from the Amoy anchorage to his Yamen at Foochow Foo. At first the work went gaily on, and encountered no sort of opposition from the people. But at an unfortunate moment the Russian Minister at Peking heard of it, and thereupon claimed on behalf of his Government his right of making a line from Peking to Kiachta by virtue of a former agreement by which the Chinese Government had promised to sanction the construction of this line in the case of any similar concession being granted to any other treaty Power. This gave rise to numerous negotiations, and meanwhile the work was brought to a standstill, but before any decision had been arrived at the Danish Minister General Raasloff, arrived at the capital prepared to support the cause of the Great Northern Telegraph Company. And so good an advocate did he prove that a few days since we were informed by a Shanghai telegram, dated February 16, that General Raasloff had obtained from the Chinese Government recognition and protection for the line. This put the Peking authorities in a dilemma. They were obliged to accede to the equitable claims of the Danish Envoy, but by so doing they laid themselves open to the demands of the Russian Minister. Out of this difficulty there was only one way. Let the mob be called in, and in the name of outraged Fêng-shui let them put an effectual stop to the work of the troublesome foreigners. It was done, and we now learn that the line "has been destroyed by persons hostile to the construction of telegraphs."

ITEMS FROM PARIS.

(FROM OUR OWN CORRESPONDENT.)

We find the following in a letter from Peking, 15th December, published by the *Dix Neuvieme Siècle*:—The Emperor has just fallen ill. Of course, Venus is answerable for the mischief. Men look wise and say that all the stir made in heaven by that planet was sure to bring trouble on earth. As nobody in China cared about the Transit of Venus before Europeans came, it follows that Europeans are the primary cause of the imperial illness. That is Chinese logic. Since the outbreak of the disease, four days ago, every person entering the precincts of the palace is obliged to wear a piece of red satin, as a sash, or in some otherwise conspicuous manner. It would puzzle all the doctors in Europe to find out the reason why. There it is. The seed of the small-pox is sown in the human body by a goddess of the name of Tzen-Noun-Niang-Niang, just in the same way as green peas or other seeds are sown in the ground. Thence the pimples shoot forth. When they do not blow open, but take a bluish tint instead, the flower —that is, the patient—dies. Now, flowers in China are credited with a great liking for red, and are believed to expand in the vicinity of that most beautiful of all colours. The piece of red satin worn by all servants, high and low, princes or eunuchs, is intended to attract the attention of the pimples and to make them blow open at the cheerful sight. Another piece of gossip from the palace. The young Emperor had the happy thought of having his portrait painted before his illness, but I am assured that the artist was forbidden to look on the Son of Heaven. All that he could do was to try and catch by stealth, now and then, a glimpse of the celestial face. I should not care to guarantee the likeness, under the circumstances.

M. Charles Bousquet, a French advocate from the Paris Bar, had been called to Yedo in 1872, and entrusted with the mission of reforming and codifying Japanese civil laws. His contract with the Japanese Government was for three years, but the completion of this term drawing near, and the Government of the Mikado wishing to secure M. Bousquet's services for some more time, his engagement has just been renewed for another year.

Four Courts of Appeal, with final jurisdiction, are being established in Japan, at Yedo, Osaka, Nagasaki, and another town inland. These Courts will shortly be at work.

We hear from Constantinople that Saradangji-min-Moalha-Ryoden-Rajah, Ambassador of the King of Burmah to the Persian and Russian Courts, arrived in Bagdad early in January, on his return journey from Persia. According to his own statement, he had heard such dreadful accounts of the climate of Russia, that he had resolved to turn back without setting foot on Russian soil. But then, direct advices from Teheran suggest that the behaviour of the Burmese Ambassador gave great displeasure at the Persian Court, and that Russian Government sent him an intimation to stay away and to dispense with his visit to St. Petersburg. The truth of the matter seems to be that the political mission entrusted to the Ambassador by the King of Burmah was of such a nature that his proposals could not be entertained by either Persia or Russia.

A company of Japanese acrobats, who have been performing at the Folies-Bergerie, Paris, for some weeks, under the style of "The Mikado's Own Company," have been invited by the police authorities, on a complaint, it is said, of the Japanese Embassy there, to drop that self-assumed high-sounding title, and are now advertised simply as "Yedo Performers."

The French transport ship *Tarn*, under command of Frigate-Captain Desnouy, left Saigon on the 22nd January for Toulon.

We read in *Le Temps*, with reference to the recent treaty between France and Annam:—"Tonking will be opened to trade, either French or foreign, in the first part of March. The Annamese keep the right of making treaties of commerce with any other nation, to which they may grant all the privileges France enjoys, or ought to have enjoyed, alone. Wherever the protection of the tricolour extends, foreign Consulates and agencies may be established, without the first occupiers, that is, the French, reserving to themselves the slightest advantage over the new comers." We should be surprised, indeed, if King Tu-Duc was to complain of the modest part France has assumed in this business. She certainly could have obtained from him much better conditions, considering that a French ship, the *Bourayne*, destroyed the pirate junks by which a great part of his dominions was blockaded, and that we are going to make him, in order that he may keep Tonking under submission, a free present of five steamers, 1,000 guns, and 500,000 cartridges. Who would not suppose, from such liberality, that French arsenals are full to repletion?

The Italian Government has just received from the Consul of Italy at Yokohama a box of tea-seed from the province of Yamosino. The seed has been collected, for the greater part, at Ugi and in its vicinity. It has been distributed among various agricultural establishments in Italy for a trial. There have been already experiments made by the agricultural committee of Caltanisetta, in Sicily, with seed sent from Japan expressly for the purpose. The experiments have been so far successful as to give hopes of acclimatising the tea-plant in that region under favourable conditions.

M. Fernand de Bousignac, Chancellor of second-class at the French Consulate of Hong Kong, is sent, in the same capacity, to the French Consulate of Bombay, by a decree of 19th February last. His place is filled at Hong Kong by the appointment of M. Boulouze (Gabriel Joseph), formerly head clerk in the Chancery of the French General-Consulate of London.

THE SUEZ CANAL.

(THE ECONOMIST.)

It is an event of some interest, we think, in connection with the history of a remarkable undertaking, that the shares of the Suez Canal Company have this week been admitted to a quotation on the London Stock Exchange. The construction of the Canal was for years opposed by Lord Palmerston on political grounds, because the privileges originally conceded to a French Company were so extensive as to authorise, or appear to authorise, the establishment on Egyptian territory—the highway between England and India—of a French colony of some magnitude, which would be in possession of one or two strong military positions. Lord Palmerston's opposition ceased on the firman for constructing the Canal being so modified as to limit the powers of the Company to its avowedly mercantile objects: but the previous contest left behind the impression that England was opposed for selfish reasons to a great work of civilisation, because it would tend to destroy her maritime supremacy for the benefit of France and other Mediterranean States. In the event, however, as is now notorious, the chief use of the Canal has been by English shipowners, the proportion of English ships passing through the Canal being seventy-one per cent. of the total. The idea that the English Government or people were opposed to the Canal on account of any fear for their commercial position was, in truth, a baseless imagination of the continental mind, which totally miscalculated what the commercial effect of the Canal would be. The promptitude with which English merchants and shipowners prepared to use the Canal as soon as it was about to be opened was the best proof that they at least never had any thoughts of its leading to their displacement by foreign rivals, and their continued use of the Canal subsequently proves that they were right. It is this undertaking which is now to be domesticated in England, after having been exclusively owned in France and Egypt, and we have no doubt much interest will come to be felt in it on account of its great utility to English trade. In respect of the present causes of the value of the property, the history of the company is, moreover, as remarkable as its political history. M. de Lesseps's original calculations of profit were, no doubt, gross delusions. The Canal was planned at a period when the principal use contemplated for it was by sailing vessels, for the only classes of steamers then known were so costly to work that they were not to be counted on in any numbers. M. de Lesseps calculated in these circumstances that the annual tonnage using the canal would run up to 6,000,000 tons, and in this there was a double error. As has since been proved, it has not answered for almost any sailing vessels to use the canal; and just before the opening the whole annual tonnage between Europe and the East, instead of being 6,000,000 tons, was barely 3,000,000 tons. If no change had happened while the Canal was being constructed, the shareholders would have been left at the end with a useless property. But the progress of mechanical invention has singularly favoured M. de Lesseps, because there are now fleets of steamers with "compound engines," capable of going long voyages with little fuel, and by this class of vessels, which hardly existed ten years ago or more, the Canal is used—not to the extent of anything like 6,000,000 tons, but still to a moderate extent, the total annual tonnage being now over 2,000,000 tons, with every likelihood of increase. The Canal is consequently a growing property, and the 500f. shares are now quoted on the Paris Bourse at about 580frs., or about 17 per cent. premium, though, of course, we give no opinion, without a fuller statement of our reasons, as to whether this particular quotation is justified. On this head we may take some credit for the accuracy of our own predictions. When challenging M. de Lesseps's estimates, just before the opening of the Canal, we pointed out that instead of a tonnage of 6,000,000 tons annually at the opening, the shareholders would be very fortunate if they had 1,000,000 tons, but owing to the existence of steamers with compound-engines, the Canal would, in time, come to be largely used. Already, at the end of five years from the opening, this condition of affairs is beginning to exist, the tonnage using the Canal in 1873 being 2,085,000 tons, while there is a steady improvement. The annual receipts from tonnage alone, exclusive of about £80,000 additional from the company's domain, now amount to about £1,000,000, and the working expenses, including debenture interest, to about £700,000, so that nearly 5 per cent. is already earned on the shares, which is a very good position for a company with an absolute monopoly, a certainty of growing business, and comparatively small working expenses, to possess. For the information of our readers we may add that the shares admitted to quotation are 400,000 of 500f., or £20 each, making a share capital of £8,000,000; but there is a prior debenture charge of £4,000,000, with an additional amount of about £1,280,000 borrowed on the security of the shares of the Kedive of Egypt, about three-eighths of the total. Last year also some years' unpaid interest coupons on the shares were funded and are to be redeemed with interest out of future profits, but we do not know exactly what this charge amounts to. The Canal itself cost several millions more than the above sums to construct, or about £16,000,000 in all, the Egyptian Government having paid a large indemnity to the Company when the latter surrendered some of those privileges originally granted, in which it was thought by the political dangers which Lord Palmerston sought to avoid.

Digitized by Google Original from CORNELL UNIVERSITY

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BAYLIS—On the 29th Jan., at Bombay, the wife of Alfred Baylis, of the P. and O. Company's service, of a son.
BORELHO—On the 11th Jan., at Hong Kong, the wife of Antonio Alexandriono Heytor Brtelho, of a son.
BOEDDINGHAUS—On the 23rd Feb., at Nagasaki, the wife of C. E. Boeddinghaus, of a daughter
BROWN—On the 16th Jan., at Canton, the wife of T. Marsh Brown, of a son.
CHING—On the 21st Feb., at Biedgar, near Sittingbourne, Mrs. Comyn Ching, of a daughter.
MCVEAN—On the 27th Dec., at Tokio, Japan, the wife of C. A. McVean, of a son.
MARTEN—On the 21st Feb., at Blackheath, the wife of W. T. Marten of a son.
MORRISON—On the 15th Jan., at the Oriental Bank Corporation, Badulla, Ceylon, the wife of Charles Morrison, of a daughter.
PARKHILL—On the 6th Jan., at Canton, the wife of Samuel Parkhill, Imperial Maritime Customs' Service, of a daughter.
ROPER—On the 13th Jan., at Nagasaki, the wife of Alfred Roper, of a daughter.
SHAND—On the 23rd Feb., at Lee, Kent, the wife of A. A. Shand, of Yedo, of a daughter.
SPENCE—On the 14th Feb., at Thistle Court, Galle, Ceylon, the wife of P. G. Spence, of a son.
WADE—On the 5th Feb., at the British Legation, Peking, the wife of Thomas F. Wade, C.B., H.B.M.'s Minister in China, of a daughter.

DEATHS.

BEDWELL—On the 15th Feb., on board the s.s. *Achilles*, Perceval Archibald, second son of the late Perceval Bedwell, of the Chancery Registrar's Office.
CASTRO—On the 15th Jan., at Hong Kong, Leonardo D'Almada E. Castro, aged 60 years.
FRIEDERICHS—On the 22nd Feb., at Penang, Straits Settlements, suddenly, Jacob Edward Friedrichs. Friends will kindly accept this intimation.
GRANGE—On the 26th Dec., at Nagasaki, Alexander Grange, shipmaster, aged 59.
LOCH—At sea, between Bombay and Aden, on his voyage to England, per P. and O. s.s. *Lombardy*, Lieut.-Col. Charles A. Loch, Bombay Light Cavalry, son of the late Admiral Francis E. Loch, aged 44.
MATTHEWS—On the 8th Feb., at Mill-hill, West Cowes, after a long and painful illness, borne with Christian resignation, Thomas George Matthews, second son of Robert Henry Matthews, of Commerce House, West Cowes, aged 35 years. The deceased, who was highly respected, was captain of the *Imogene*, one of Messrs. Howard and Co.'s ships, of Hong Kong.
PAPPS—On the 19th Feb., at 5, Percy-circus, W.C., of bronchitis, Charles Henry Papps, aged 78.
SHRUBSALL—On the 14th Feb., at Venice, on board the s.s. *Malta*, William Charles Shrubsall, of the P. and O. Company's service, aged 47.

Naval and Military.

Lieutenant-General Lemon, C.B., Royal Marine Light Infantry, died at Plymouth on the 22nd inst., in the sixty-eighth year of his age. He entered the service in 1829, and took part in the operations on the coast of Spain in 1834, and in the China expedition of 1842. During the China war in 1857 he commanded the provisional battalion of marines before and at the storming of Canton. He was also in command of the 1st Marine Battalion at the attack and capture of the bridge and village of Shektsing in January, 1859, and subsequently assumed command of the brigade of marines, which he commanded throughout the expedition to the North of China and at the attack on the Peiho forts, where he was severely wounded in the head. The deceased officer became Major-General in 1865, and Lieutenant-General two years later. At the time of his death he was the senior officer of his rank.

We hear from the Iron Duke, late flagship on the China station, that they expect to take a high place in the return of prize-firing for the year 1874, the practice having been exceptionally good. This system of prize firing undoubtedly works much benefit by stimulating a healthy competition between the ships of the fleet, and Captain Hood may congratulate himself on the success of the scheme as developed under his guidance when holding the appointment of Director of Naval Ordnance.

A supplementary navy estimate has been issued. The total amount of the estimate is £12,000, and the items are as follows:—Breaking-up ships, £3,000; awarded to officers and crew of H.M.S. Nassau, for services against pirates on the north-east coast of Sulu, £2,000; compensation to owners of vessels for damage done in collision with Her Majesty's ships, £7,000.

The American House of Representatives has passed a Bill, authorising Lieutenant-Commander Frederick Pearson, U.S.N., to accept a decoration of Companion of the Military Division of the Order of the Bath tendered to him by the Queen for his courage in the attack upon the Japanese forts in September, 1864.

Vice-Admiral Drummond, Commander of the Mediterranean Squadron, left Malta on the 23rd ult., to visit the extreme eastern limits of his station. He will go through the Suez Canal in the Helicon.

Commander George Truman Morrell, on the retired list, has been awarded the lieutenant's naval pension of £50 per annum, vacant by the recent death of reserved Commander John O. Freeland.

The Royalist, which is being fitted at Chatham Dockyard as a surveying vessel, is to have a complement of 107 officers and men all told.

A telegram from Yokohama announces the arrival of the Adventure on the 14th ult. to embark the Royal Marine battalion.

LOSS OF THE STEAMER "HONG KONG."

The following telegram has been received at Lloyd's, dated Aden, February 26, 11 A.M.:—"The Hong Kong, steamer, from London to Japan, struck on a sunken rock of Abdel Kuri and foundered. Second mate and eighteen of the crew took to the boats, were picked up, and brought here by the Tiara, steamer. Captain and seventeen of the crew left the vessel, and have not since been heard of. A lady and five children lost." Messrs. Watts, Milburn, and Co. have also received from Messrs. James Burness and Son a telegram, despatched from Messrs. Luke, Thomas and Co., of Aden, in the following words:—"Inform owners immediately steamer Hong Kong struck sunken reef off Abdel Kuri Islands and foundered. Lady passenger, five children, mate, chief and third steward, cook, fourth engineer, and butcher, drowned. Eighteen men arrived. Captain, 17 (second boat) missing."

The Hong Kong was an iron screw steamer, with four bulkheads She was 290ft. long, 35ft. broad, and 25ft. deep, and was built in 1871. Her gross tonnage was 1,881, her burden 2,800 tons She was classed A1 at Lloyd's, and fully insured. Her value is estimated at about £40,000, and she carried besides a valuable cargo. Her master was Captain W. G. Conley, who had, till he recently succeeded Captain Symmington, been chief officer of the same vessel. The Hong Kong left Gravesend on January 24, and arrived at Port Said on Feb. 10th. She left Port Said on the 11th, passed Suez on the 13th, and must then have made her passage down the Red Sea and passed the Bab-el-mandeb Strait. The steamer was to touch first at Penang, afterwards at Singapore, then at Hong Kong, Yokohama, and Hiogo. The last point on the African coast she had to pass was Cape Guardafui, between that promontory and the Island of Socotra, in latitude about 14 N., longitude about 53 E., lie a number ofislands and rocks. It was here she struck, and it was not far from here that the same owners lost the Singapore in 1873. In the list of passengers published in our issue of 25th Jan. occurs the name of Mrs. J. Walton, with five children. The other passengers were only three in number—namely, Mr. Golding, Mr. E. B. Peterson, and Mr. H. J. Lorne. The first mate, who is described in the telegram as drowned, was Mr. F. L. Murphy. The five others who make up the total of 12 people known to have perished were E. Pitman, chief steward; W. Phelps, third steward; C. Stocking, the cook; W. Smith, fourth engineer; and the butcher.

A telegram received this morning states that Captain Conley and seventeen of the crew have arrived at Aden in an open boat.

REFRACTORY SEAMEN.—A few days since seven seamen belonging to the barque *Bussorah*, of Sunderland, bound to China with coals, refused duty when at sea, and compelled the captain to put back to Grimsby, alleging that the ship was unseaworthy. They were taken before the Grimsby magistrates, and it being shown that the ship was perfectly seaworthy, and the men still refusing to proceed to sea, they were committed for ten weeks with hard labour.

IN the House of Commons this evening Mr. Eustace Smith will ask the Postmaster-General if he can state to the House how often during the months of November and December the P. and O. Company delivered the outward mails at Bombay after the contract time, the amount of penalties to which they became liable, and whether it is his intention to enforce such penalties

UNITED STATES.

Mr. John Roach, the well-known shipbuilder, has protested against the cancellation of the contract of 1872 with the Pacific Mail Steamship Line. The protest is signed with his own name, and addressed to Congress. He says: "After searching enquiry, it appears almost certain that not one dollar ever went into the hands of a member of Congress." He represents Irwin as extorting money from "a timid and anxious president of the company for a handful of adventurers. It does not appear that this wasting of money influenced a single vote. Neither the company, nor its present stockholders, nor the builders of their ships, should be held responsible." He claims that vast advantage has accrued to the country from the appropriations for the company, and advertises the ships which he has built. The cancellation of the contract will be a fatal blow to the credit of the company. It will leave the company many ships on hand, not adapted for any other use. It will stop American iron shipbuilding. The protest concludes: "The undersigned, in behalf of himself and his workmen, earnestly prays that the ships which he is proud of having built in American shipyards, of American material, and with American labour, may not, by the hasty action of Congress, be driven from under the American flag."

The House of Representatives has passed the Revenue Bill, increasing the whisky tax to 90c. per gallon, raising the duties on cigars and tobacco, increasing the sugar duties 25 per cent., and repealing the 10 per cent. reduction made in 1872 in the tariff on manufactured goods. Tea and coffee remain untaxed. The Bill provides that the new rates shall not affect goods actually on shipboard bound to the United States on February 10. The Bill goes to the Senate.

Monetary and Commercial.

The report of the directors of the Submarine Telegraph Company (Limited), presented to the proprietors at the meeting on the 23rd ult., states that during the half-year ending 1874 the accidents to the company's cables, and the consequent cost of the ordinary repairs, have been less than usual. Notwithstanding the continued dulness in trade the receipts of the company have exceeded those of the corresponding six months of 1873, and enable the directors to recommend a dividend for the half-year ending 31st December, 1874, at the rate of 16½ per cent. per annum, and add £2,287 15s. 9d. to the reserve fund.

The report of the National Steamship Company (Limited), states that the serious falling off in traffic between this country and America accounts for the fact that the profit on the year's business is only £15,449. They have, however, been able to pay a dividend of 8 per cent. for the year. The sum of £70,000 has been taken from the insurance fund and placed to credit of profit and loss to enable them to do this, and to add £32,224 to the depreciation fund. A balance of £3,962 has been carried forward on the profit and loss account, and the insurance fund balance stands at £101,946, as against £178,552 last year.

The report of the International Bank of Hamburg and London for the past year has been issued. The net profit amounts

Digitized by Google Original from CORNELL UNIVERSITY

to £78,356 3s. 11d., and a dividend is recommended at the rat of 9 per cent. per annum, £20,000 to be placed to the reserv fund, and £5,706 3s. 11d. carried forward.

Our advices from New York state that the long-talked-of opposition to the Pacific Mail Company's China line is at length a fixed fact, the contract between the high contracting parties having been signed by Vice-President C. P. Huntington, on behalf of the Central Pacific Railroad; Sidney Dillon, for the Union Pacific Railroad; and David D. Colton for the Occidental and Oriental Steamship Company. The Steamship Company is organised with a capital of $10,000,000, and by the terms of the contract the Pacific Railroads agree to raise $5,000,000, while General Colton, on behalf of his company, undertakes to furnish the remainder. In view of the consummation of the contract, the three White Star steamers, *Oceanic*, *Belgic*, and *Gaelic*, have been secured, and it is expected that they will soon be on their way to New York and China. Capt. George H. Bradbury, ex-President of the Pacific Mail Steamship Company, it is understood, will be the China agent of the company, while General Colton will administer the general affairs of the company from San Francisco.

A meeting of merchants and others, Mr. J. G. Hubbard, M.P., in the chair, has been held at the Baltic, to take into consideration the present unsatisfactory forms of bills of lading. It was resolved, "That the special clauses introduced into bills of lading for the purpose of protecting shipowners from the defaults and negligence of themselves and their servants, by relieving them from all responsibility which properly attaches to them as carriers, are unfair to merchants and contrary to public policy;" and "That a committee be appointed to obtain the assistance of members of Parliament, and to wait upon the President of the Board of Trade to induce him to insert in the New Merchant Shipping Amendment Act a provision which shall render inoperative such unreasonable clauses."

The Stock Exchange Committee have ordered the shares of the Suez Canal Company to be quoted in the official list.

With reference to the deliveries of tea *The Times* prints the following:—

The tea trade shows the usual tendency towards decrease which characterises the weeks intervening between the month of January—the period of highest pressure in the whole year—and the delivery of the Chancellor of the Exchequer's Financial Statement. During the week which ended on the 20th of February the quantity of tea cleared from the bonded warehouses in London amounted to 3,068,195lb. This was less by 129,609lb. than that delivered during the previous week, which had itself shown a falling-off of upwards of half a million pounds, when compared with the week before. Of the quantity delivered last week, 2,023,311lb. were for home consumption, 249,241lb. for exportation, 2,985lb. for stores, and 792,658lb. for removal to various outports, of which 77,191lb. were for immediate exportation. The tea duty paid in London last week amounted to £50,582 15s. 6d.

The amount of bullion by the P. and O. Company's steamer *Peshawur*, from Southampton on the 25th ult., was—in gold, to Aden, £1,500; to Galle, £1,365; in silver, to Hong Kong, £23,593 15s.; to Shanghai, £12,700; total in gold, £2,865; in silver, £36,293 15s.

The arrivals of Bar Silver have been rather large; they comprise £59,400 from New York and £74,250 per *Iberia* from the Pacific. A part of the former amount has been sold at 57⅜d. per oz.; the latter has not yet been sold. There have been no arrivals of Mexican Dollars, and we have therefore no business to report.

ARTICLES OF IMPORT.

Dulness is still the characteristic of the Produce Markets. Only a limited business has been done, and no alteration of any importance has occurred, with the exception of a slight recovery in Tin.

TEA.

Messrs. Capel and Co.'s Circular says:—We have no improvement to notice in the tone of our market, business still continues limited, and prices for common red-leaf Congous and Canton Scented Capers have again ruled rather in favour of buyers, large quantities of both having been offered at public sale. In other descriptions there has been no material alteration to notice. In the public sales the total quantity brought forward has been 24,192 packages, the whole of which have been sold without reserve. The deliveries for the week, as compared with last year, are as follows, viz.:—

	1875.	1874.
	lbs.	lbs.
Home Consumption	1,919,248	1,657,131
Coastwise	767,680	787,751
Exports	316,452	491,078
Total delivered	3,003,380	2,935,960

Congous: Red-leaf kinds: Siftings have sold from 6¾d. to 7¼d., being a shade easier. Broken-leaf kinds have also declined ¼d. to ½d. per lb. Common, at 9½d. to 11d. per lb., show ½d. per lb. reduction, large sales having been made privately and at public sale. Good Common, free from dust, has sold rather lower. Fair Kaisows, from 1s. 1d. to 1s. 3d., have been in moderate demand, also good from 1s. 4d. to 1s. 8d.; a few free have been sold from 1s. 9d. to 1s. 10d., but they are difficult to move. Finest show no improvement. Pak Lin kinds: Common to fair have been dull of sale, and good to fine in fair request. Black-leaf kinds: Common have sold at auction from 9¾d. to 10d. per lb.; good common sell slowly from 11d. to 1s. per lb., the latter for superior, free from dust. Fair kinds show no alteration. Good medium have sold at former prices; good to fine have been enquired for from 1s. 7d. to 1s. 10d. per lb.; in finest transactions have been few. New-make Canton kinds: Common have sold from 11d. to 1s. per lb., fair from 1s. 1d. to 1s. 3d. per lb., good from 1s. 4d. to 1s. 6½d. per lb., being about former rates. Oolongs: Common have sold at 10d. to 10½d., fair from 1s. 0½d. to 1s. 2½d., good at 1s. 5d. to 1s. 5½d. per lb., being rather easier prices. Souchongs show no material alteration; same at auction realised 1s. 5¾d. to 1s. 6¼d. per lb. for good quality. Scented Teas: Canton Capers show a further decline for common to fair kinds of ¼d. to ½d. per lb., common selling from 8¼d. to 8¾d., good common to fair from 10¼d. to 1s. per lb., with a few good from 1s. 2d. to 1s. 3d. per lb. Canton Orange Pekoes from 10d. to 1s. 0¼d. per lb., being about previous prices. Foochow Capers have sold at public sale at low prices. In Orange Pekoes not much has been done, prices being much as before. Green Teas: The market remains much in the same state, the chief sales being at auction. Imperials and medium Young Hysons have sold about 1d. per lb. lower. Finest Gunpowders also rather lower, and common to fair kinds are only saleable at low rates. Ping Suey kinds have been saleable at about last week's prices.

Messrs. Sillar and Co.'s Circular says:—A dispute having arisen between the dealers and importers as to the time of the delivery of teas, the former have formed a combination not to purchase teas except with "Three Months' Prompt from the completed delivery of the Weight Notes, and with the condition that the buyer may cancel any portion of the purchase for which Weight Notes have not been delivered within seven days after date of contract." This is to come into force on the 1st proximo.

SILK.

Messrs. Kilburn, Kershaw, and Co.'s Circular says:—The public sales of Silk to which we referred in our report of 19th Feb. have just concluded. The bulk of the China Silk sold without reserve was "second hand," and for such prices were irregular, but generally 6d. or so under previous quotations, new Silk, however, realising full rates. Cantons are unchanged and firm at previous quotations. Japans, of which about 500 bales were sold without reserve, realised 13s. 6d. to 18s. 6d. for common Mybach to Sinchew, and of Bengal Silk about 650 bales of filature Surdahs and Comcollys sold without reserve at from 12s. to 14s. 2d. for the former and 11s. to 11s. 8d. for the latter. Deliveries from 1st to 25th Feb.:—1875: 2,650, 350, 397, 170, total, 3,567; 1874: 2,188, 518, 561, 256, total, 3,473.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Feb. 18	Chyebassa (s.)	Ballantine	Calcutta, Colombo, &c	London
19	D. McB. Park	Young	Pasaroeang	Falmouth
15	Rota	Hansen	Cheribon, for Copnhag.	Off Hirtshals
16	Ferdinand & Louis	Otto	Batavia	Texel
	Anita	Nielsen	Amoy	New York
	Florida	Andersen	Batavia	Do.
20	Glenearn (s.)	Auld	Japan, China, &c., S.C.	London
	Leander	Knight	Shanghai	New York
	Anna T.	Giovanelli	Singapore	Do.
22	Navarino (s.)	Butler	Colombo, &c., via S.C.	London
	Sidney	Kramer	Java	Clyde
	Phaeton	Gibson	Do.	Do.
11	Charles C. Leary	Field	Singapore	Boston
16	Yrurac Bat (s.)	Munitiz	Manila	Cadiz
	Charmer	Lucas	Do.	New York
	Empire	Lechie	Do.	Do.
23	Columbus	Hilton	Batavia	Boston

DEPARTURES.

Date.	Ship.	Captain.	For	From
Feb. 18	Eldorado (s.)	Kerr	Colombo, &c., via S.C.	London
18	Ægean (s.)	Spowart	Pen., Sing., Hg. Kg. &c	Do.
17	Claro Babuyan	McGregor	Anjer	Sunderland
18	Bussorah	Gibb	Do.	Do.
5	Rainbow	Rowell	Yokohama & Hiogo	Philadelphia
19	Golden Spur	Farrell	Hong Kong	London
19	Glenfalloch (s.)	McBain	Sing. & Shanghai, S.C.	Do.
	Donna Maria	Bone	Batavia	Deal*
19	Mecca (s.)	Johnson	Singapore	Sunderland
	Lincoln	—	Do.	Deal
20	Duke	White	Do.	Do.
20	Lorinda Barstel	Barstel	Amboyna	Liverpool
20	Sea	Halcrow	Anjer	Do.
11	Viceroy	Carter	Singapore	Glasgow
9	Olustel	Nickerson	Do.	New York
23	James Shepherd	Madden	Shanghai	London
23	Sumatra	Montechiaro	Cardiff and Singapore.	Do.
	Salak (s.)	—	Batavia	Clyde
24	Khandalla (s.)	Wicks	Colombo, &c., via S.C.	London
22	William Yeo	Howe	Singapore	Newport
	Bengal	Blanchard	Do.	Cardiff
23	Ulva	McIntosh	Do.	Sunderland
19	Marie Louise	Guibauf	Do.	St. Malo

* After repairing.

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Yokohama, and Hiogo: Africa. For Penang, Singapore, Hong Kong, and Shanghai: Craigforth, Devonhurst, Tartar. For Penang, Singapore, Hong Hong, Shanghai, and Hankow: Tchihatchoff, Russia. For Singapore, Hong Kong, Shanghai, and Hankow: Glenearn. For Penang, Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Cheviot. For Colombo, &c.: Chyebassa.

SAILING VESSELS.—For Yokohama and Hiogo: Duke of Abercorn, Jessie Macdonald. For Nagasaki: Sophie. For Hong Kong: Kaisow, Melbrek, Lucia. For Shanghai: Undine, Lauderdale, Elmstone For Bangkok: Ellen Rickmers. For Batavia, Samarang, and Soura.

Digitized by Google Original from CORNELL UNIVERSITY

baya: Dr. Merzger. For Singapore: Kate Carnie. For Penang: Bristow, Hope. For Colombo: Gertrude.

At LIVERPOOL.—For Yokohama and Hiogo: Jessie Jamieson. For Penang, Singapore, Hong Kong, and Shanghai: Antenor (str.), Glaucus (str.), Agamemnon (str.). For Shanghai: John Parker. For Hong Kong: Midnight. For Batavia &c.: Batavia. For Batavia, Sourabaya, and Samarang: Mindin. For Batavia: Tordenskjold. For Batavia and Sourabaya: Doris Eckhoff. For Singapore: Bertie, Nellie Hastings. For Anjer: Evening Star.

At GLASGOW.—For Penang, Singapore, Hong Kong, and Shanghai (via London): Glengyle (str.). For Singapore and Shanghai: Rajanattianuhar (str.). For Ilo Ilo: Janet Ferguson. For Singapore and Penang: Antipodes. For Singapore, Birdston.

SPOKEN.

HINDOSTAN (barq.), Newcastle to Penang, 43 days out, 12 S., 40 W.
SYDENHAM, Japan to New York, 83 days out, off Cape Agulhas.
ADMIRAL TEGETHOFF, Cardiff to Hong Kong, Dec. 19, 17 S., 29 W.
PETUNIA, Java to Queenstown, Jan. 30, 27 N., 36 W.

FREIGHTS AND CHARTERS.

Rates of freight for vessels on the berth show no alteration from our last quotations, and business is quiet. In coal freights there is but little improvement. Homeward chartering is dull

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 50s. weight, 50s. meast. To Hiogo: 75s. weight, 75s. meast. To Nagasaki: 75s. weight, 70s. meast. To Shanghai: 37s. 6d. weight, 35s. meast. To Hankow: 60s. weight or meast. To Hong Kong: 35s. weight, 30s. meast. To Singapore: 35s. weight, 30s. meast. To Penang: 35s. weight, 30s. meast. To Colombo: 35s. weight or meast. To Batavia: 65s. meast. To Sourabaya or Samarang: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 35s. weight, 40s. meast. To Hiogo: 40s. weight, 45s. meast. To Nagasaki: 50s. weight, 40s. meast. To Shanghai: 30s. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £38. To Shanghai: £35. To Hong Kong: £28. To Singapore: £25 to £26. To Penang: £25, f.c. To Galle: £23.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. To Shanghai: 35s. To Hong Kong: 33s. To Singapore: 25s. to 26s. To Colombo: 25s. To Galle: 25s. To Batavia and Sourabaya: 24s. to 25s.

From Birkenhead, per ton.—To Singapore: 20s.

CASUALTIES.

The rents in the Duke of Buccleuch's sides have been plated up, and the vessel has been floated, and towed into the South West India Docks; previous to her being floated she discharged a large quantity of cargo into lighters, which has been landed in the South West India Dock basin.

Advices received from Mauritius, by telegram from Aden, dated Feb. 17, state that the Mary M. Francis, schooner, Francis, from Cheribon to Baltimore, which put in there Dec. 12, leaky, had discharged her cargo and gone into dock; she was stripped, caulked, and re-metalled, had re-embarked the sound portion of her cargo, and would proceed shortly on her voyage.

MISCELLANEOUS.

At GIBRALTAR.—Feb. 20, Oxfordshire (str.), from Colombo, &c., and left, 21, for London.

Off GIBRALTAR.—Feb. 19, Voorwaarts (str.), from Nieuwe Diep, for Batavia; 20, Gordon Castle, from London, for Singapore, China, &c.; 4, N.K.V.R. (Dutch str.), from Batavia, for Medemblik; P.F.J.R. (Dutch str.), for Batavia.

Passed MALTA.—Feb. 7, Emiliano (str.), from Liverpool, for Manila.

At MALTA.—Feb. 12, Kingston (str.), Chitham, from Colombo.

At PORT SAID.—Olympia, from Hamburg, for Shanghai, &c.; Feb. 18, Java (str.), from Nieuwe Diep, and was to proceed, 19, for Java; 22, Eleanor Batters, Toms, from Cardiff, for Shanghai; Fyen (Danish str.), for Singapore; Langeat, for Penang.

At SUEZ.—Glenlyon, from Singapore, &c.

At TABLE BAY.—Jan. 14, Assyrian, Langford, sailed for Singapore; 18, Oleander, Taylor, sailed for Colombo.

At JEDDAH,—Jan. 7. Tom Morton (str.), Webster, from Singapore.

At ADEN.—Lady Clare (str.), Jordison, sailed for Galle.

At MAURITIUS.—Jan. 19, Ephrem, Vaujoyeux, sailed for Galle.

The Bussorah, Gibb, which sailed from Sunderland, Feb. 18, for Galle, anchored at Grimsby, Feb. 22, with crew refractory.

The Cerwyn (str.) has sailed from Falmouth to Bristol, with part cargo, ex Antipodes, from Ilo Ilo, which vessel put into Falmouth, Jan. 28, leaky.

LAUNCHES, &c.

AT Whiteinch, on the 23rd Feb., there was launched from the ship-building-yard of Messrs. Thos. Wingate and Co. a finely-modelled iron sailing ship, for Messrs. Thos. Skinner and Co.'s celebrated "Castle" line, of the following dimensions:—Length, 250 feet, breadth, 40 feet; depth of hold, 23½ feet; 1,923 tons B.M., and classed A 100 at Lloyd's. She is fitted with all recent improvements, including an Emerson and Walker's independent steam windlass, and large donkey engines for working the pumps and cargo gear, and otherwise economising manual labour. The poop is elegantly fitted up in polished maple and teak, and has accommodation for thirty cabin passengers, besides captain and officers. The ship was named the Culzean Castle. Messrs. Wingate have a sister ship on the stocks for the same owners, to be named Brodick Castle, which will be launched in about a month.

ON the 24th inst. Messrs. John Elder and Co. launched from their building-yard at Fairfield a screw-steamer of 573 tons B.M., of the following dimensions:—Length between perpendiculars, 175ft.; breadth, 26ft.; depth, 14ft. 10in. This vessel has been built to the order of the Nederlandsch-Indische Handelsbank, Amsterdam, for their East India trade. The engines, which are to be supplied by the same firm, are upon their compound principle, and of 75-horse power nominal, having two inverted cylinders (direct-acting), with all recent improvements. She was named the *Egeron*.

THE Pyah Pekhet (str.), Captain A. Bowers, built for the Burma Steam Company, had her trial trip on the 20th ult., when she attained a speed of 12 knots. She has since left Greenock for Penang, for service between that and the Siamese ports on the Burma side of the Malayan Peninsula. This is the second steamer for the above Company despatched during the past month.

AN inquiry relating to the loss of the ship Queen of the Colonies, from Java for England, near Brest, has been held at Greenwich Police-court, before Mr. Patteson, Magistrate, and Captains Harris and White, R.N., Nautical Assessors. Mr. Hargrave Hamel attended as counsel for the Board of Trade, and Mr. Wood Hill for the owners and captain. The Court held that no blame attached to the master for the loss of the vessel, and returned him his certificate.

SINCE the ill-fated steamer Chusan sank at the Crinan Rock she has formed a considerable obstruction to vessels entering Ardrossan harbour. The wreck has been shifted some 300 yards towards the shore, and completely clear of the harbour entrance, so that it will no longer prove a dangerous obstruction. At low water all parts of the hull will be easily got at, and temporary repairs effected.

THE new screw steamship Salak, 1,100 tons, 180-horse power, cleared out at Glasgow on the 20th ult. for Batavia and Sourabaya, with a cargo of general goods. The Salak is the property of the Netherlands India Steam Navigation Company, and was built by Messrs. Caird, and Co., Greenock. She is sister to the Sindora, also built by Messrs. Caird and Co., and makes the fourth steamer built on Clyde for this fleet within five months.

THE Board of Trade has suspended for three months the certificate of Kenneth Cameron, mate of the Elizabeth Childs, of Sunderland, in consequence of his conviction by the Marine Magistrate of Singapore for a "brutal assault" upon a seaman.

The China Trans-Pacific Steamship Company's steamer Vasco de Gama arrived at Yokohama on the 22nd ult. from San Francisco—all well—and will leave again for San Francisco on the 3rd inst.

NOTICES TO MARINERS.

China Sea.—Position of the Raglan Bank.—Information has been received through the French Government, that the vessel Jackmel has passed near a shoal, supposed to be the same as that seen by the British ship Lady Raglan in 1858, in lat. 9 deg. 28 min. N., and lon. 109 deg. 25 min. E., and subsequently unsuccessfully searched for by H.M.S. surveying ship Rifleman in the year 1863. The Jackmel passed close to the shoal, on which the sea was breaking heavily, and the position assigned to it by that vessel is lat. 9 deg. 24 min. N., lon. 109 deg. 26 min. E. The position of this danger must be considered as approximate, and caution is necessary when navigating near it.—Hydrographic Office, Admiralty, February, 1875.

EDUCATION.

A HOME is offered to two or three LITTLE GIRLS, with high educational advantages, by a LADY who has lately parted with the children of an Indian officer. French resident Governess; fine locality, ten miles from London; detached house; good garden, &c. Terms, 50 Guineas.

A. B., Office of the *London and China Telegraph*, 2, Cowper's-court, Cornhill, London, E.C.

CHINA AMAH.

A LADY can recommend a CHINA AMAH to any one returning to a China or Straits port. She can speak English, and is a good sailor.

Address, B., *London and China Telegraph* office, 2, Cowper's-court, Cornhill, London, E.C.

NURSERY GOVERNESS.

A YOUNG LADY, in her eighteenth year, is desirous of going to China or Calcutta. In return for her passage money, she is willing to devote her services to a Lady or Children.

Address, H. E., *London and China Telegraph*, 2, Cowper's-court, Cornhill, E.C.

NERVA, MARCHAND, & Co.
GENERAL COMMISSION MERCHANTS,
MILITARY EQUIPMENTS, &c.
14, RUE DE LA GRANGE BATELIERE
PARIS.

CHUBB'S
ILLUSTRATED LIST OF
SAFES, BAGS, BOXES, &c.,
All fitted with their
PATENT DETECTOR LOCKS,
Sent post free to any part of the world.
CHUBB AND SON,
57, ST. PAUL'S CHURCHYARD, E.C., and
68, ST. JAMES'S-STREET, S.W.,
LONDON.

K. de PIOTROWSKI,
COMMISSION MERCHANT & GENERAL AGENT
HIOGO-KOBE.
JAPAN.
Agent for the *London and China Express.*

MacEWEN, FRICKEL, & Co.,
QUEEN'S ROAD, HONG KONG
GENERAL STOREKEEPERS AND COMMISSION AGENTS.
Special Agents for the
LONDON AND CHINA EXPRESS

T. W. JACKSON,
COMMISSION AGENT
SAN FRANCISCO.

Digitized by Google
Original from CORNELL UNIVERSITY

DEUTSCHE BANK.

(Registered in Berlin as a Limited Company, under Prussian Law.)

CAPITAL SUBSCRIBED AND PAID UP,

15,000,000 Thalers (£2,250,000).

RESERVE FUND—334,537 Thalers.

HEAD OFFICE, BERLIN—29, BURG STRASSE

LONDON BANKERS.
National Provincial Bank of England
German Bank of London (Limited).

LONDON SOLICITORS.
Messrs. Freshfields.

AGENCIES.
Hamburg, Bremen, Shanghai, and Yokohama.

AGENTS IN NEW YORK.
Messrs. Knoblauch and Lichtenstein.

LONDON AGENCY.
50, Old Broad-street, E.C.

MANAGER.
G. Pietsch, Esq.

The London Agency is prepared to transact Foreign Banking business of every description, on terms to be ascertained at its office.

STANDARD LIFE ASSURANCE.

REDUCED PREMIUMS.

CHINA and JAPAN.—The Directors of the STANDARD LIFE ASSURANCE COMPANY have reduced the rates of premium to be hereafter charged for residence in certain parts of China and Japan, and full particulars as to terms, regulations, and conditions may be had at the offices of the Company.

Local Boards and Agencies in India, China, and all the colonies.

Moderate premiums, at rates suited to each climate.

Immediate reduction to home rates on return to Europe or other temperate climate.

Loans advanced to civilians and military officers.

Profits divided every five years.

Annual income of the Company upwards of £700,000 sterling. Invested capital and accumulations upwards of £4,500,000.

H. JONES WILLIAMS, Gen. Sec. for England
82, King William-street, E.C.

JOHN O'HAGAN, Res. Sec., West-end Office
3, Pall-mall East.

Edinburgh ... 3 and 5, George-street.
Dublin ... ... 66, Upper Sackville-street.

THE AGRA BANK (Limited)

Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1875.

COWASJEE DINSHAW,

Close to the Landing Place, Depo of
EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.
Drawing and Reading-room free to Passengers.
The *London and China Express* on Sale

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.
Reserve Fund, $775,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

ACTING MANAGER—T. Jackson, 31, Lombard-street.

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, nd America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

GRATEFUL—COMFORTING.

EPPS'S COCOA.

BREAKFAST.

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—See article in the *Civil Service Gazette*.

Made simply with boiling water or milk.
Sold in packets (in tins for abroad) labelled:—

JAMES EPPS & CO.,
HOMŒOPATHIC CHEMISTS,
48, Threadneedle-street, and 170, Piccadilly. Works:—Euston road and Camden Town, London.

Diploma of Merit, Vienna Exhibition, 1873.

YORKSHIRE RELISH



THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each. Trade mark—Willow-pattern plate.

PROPRIETORS:—
GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

GOODALL'S BAKING POWDER.



THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter, or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d. packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

GOODALL'S QUININE WINE.



THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s., 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL, BACKHOUSE & CO., LEEDS

HOLLOWAY'S PILLS

Sir SAMUEL BAKER,

In his work on the Sources of the Nile, says:—

"I ordered my dragoman Mahomet to inform the "Faky that I was a doctor, and that I had the best "medicines at the service of the sick, with advice "gratis. In a short time I had many applicants, to "whom I served out a quantity of Holloway's Pills. "These are most useful to an explorer, as, possessing "unmistakable purgative properties, they create an "undeniable effect upon the patient, which satisfies "him of their value."

This fine Medicine cures all disorders of the Liver, Stomach, Kidneys and Bowels, is a Great PURIFIER of the BLOOD, and wonderfully efficacious in all ailments incidental to Females—young or aged.

OSLER'S GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR
CHANDELIERS IN BRONZE AND ORMOLU

KEROSENE, MODERATOR, AND OTHER LAMPS FOR INDIA AND HOME USE.

TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN

LONDON—Show Rooms, 45, Oxford-street, W.
BIRMINGHAM—Manufactory and Show Rooms Broad-street. Established 1807.

GRAND HOTEL COMPANY.

YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steamship lines in and out of Yokohama.

J. LYONS, Manager.
W. H. SMITH, Managing Director

GRAND HOTEL, VENICE.

FORMERLY HOTEL NEW YORK.

ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

HOTEL THIERGARTEN—BERLIN

SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

HOTEL DES DEUX MONDES,

PARIS, 8, RUE D'ANTIN.

FIRST-CLASS English Family Hotel.
Highly recommended.

FIFTH-AVENUE HOTEL, NEW YORK.

ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

HOTEL ANGLETERRE, NAPLES.

THIS Hotel is most pleasantly situated in front of the Royal Gardens, and can be highly recommended to passengers per Messageries steamers to and from India, China, &c.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express*. Omnibus attends the trains.

CHARGES MODERATE.

LICK HOUSE HOTEL, SAN FRANCISCO.

AN old-established and thoroughly comfortable Hotel, in a central position. Large Dining saloon, Restaurant, Reading Rooms, &c.

HOTEL CASTIGLIONE—PARIS.

SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day. Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the establishment.

12, RUE CASTIGLIONE, 12.

HOTEL KRON PRINSEN, HAMBURG.

SITUATED on the Alster. A first-class House, at moderate prices.

CEYLON COFFEE ESTATES.

THE safest, surest and quickest mode of realising Coffee Estates is by registering them with the undersigned, who is always prepared to buy or to sell.

Seventy already sold—fifty now on the register.

ALEX. BROWN Kandy.

ALEXANDER BROWN, STATE AND GENERAL AGENT,

KANDY, CEYLON.

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and tranacts all kinds of Estate and Agency Business.

Digitized by Google
Original from CORNELL UNIVERSITY



OVERLAND ROUTE via MARSEILLES and SUEZ CANAL. — MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET. — FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M. :—

Sindh ...	... Mar. 14	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Anadyr	... Mar. 28		
Djemnah	... Apr. 11		

The Steamers of the 14th March, and 11th April connectat Aden with the Steamers for Reunion and Mauritius.

The Steamer of the 28th March connects at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M
„ Algiers ... ... „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C. ; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool ; or to SMITH and Co., Rotterdam ; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.



OVERLAND ROUTE and SUEZ CANAL. — Under contract for conveyance of H.M.'s Mails. — The PENINSULAR AND ORIENTAL COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, for Gibraltar, Malta, Port Said, Suez Aden, and Bombay.

Every second Thursday for Ceylon, Madras, Calcutta, Straits, China, and Japan.

Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, with the Overland portion of the mails and passengers.

For full particulars apply at the Company's Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.



OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...	...
Delhi ...	2,178	400	Mar.	4	Mediterranean, Aden, Bombay.
*Khedive ..	3,742	600	Mar.	11	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Pekin ..	3,777	600	Mar.	18	Mediterranean, Aden, Bombay.
*Thibet ...	2,593	400	Mar.	25	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Mirzapore	3,763	600	April	1	Mediterranean, Aden, Bombay.
*Mongolia.	2,833	530	April	8	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Geelong...	1,834	250	April	15	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.



SHORT SEA ROUTE to AUSTRALIA, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

Offices, No. 34, Leadenhall-street, London, E.C.



GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.— The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO :—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenearn	100 A1	2,120	330	Mar. 16
Glengyle	100 A1	1,676	200	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Glenartney	100 A1	2,016	330	To follow
Glenfinlas	100 A1	—	—	To follow
Glenfalloch	100 A1	2,126	275	To follow
Gleneagles	100 A1	2,120	330	To follow

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.



ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Peng., Sing., H.K.Shang. & Hankow.	Russia. s.s.	A1 100	S.W.I D.	March 6
Do	Tchihatchoff. s.s.	B in A1	S.W.I.D.	March 13
Hong Kong.	Chusan	A1 14 yr.	S.W.I.D.	With des.
Yoko.&Higo.	Flying Spur..	A1 15 yr.	S.W.I.D.	With des.

Apply at 5, Newman's-court, Cornhill, London, E.C.



STEAM FROM SOUTHAMPTON TO BATAVIA VIA SUEZ CANAL — Regular Monthly Mail Service of the STEAM-SHIP COMPANY NEDERLAND, between NIEUWEDIEP and the DUTCH EAST INDIES (calling at Southampton on the outward voyages), under contract with the Netherlands Government, by means of the magnificent Clyde-built steamers (having accomplished the voyage on an average in thirty-eight steam days) :—

Prins van Oranje ...	3,000 tons	1,600-h.p.	(effective)
Conrad	3,500 „	1,600 „	„
Koning der Nederlanden	3,000 „	1,600 „	„
Prinses Amalia ...	3,500 „	1,600 „	„
Voorwaarts ...	3,000 „	1,600 „	„
Prins Hendrik ...	3,000 „	1,600 „	„

The CONRAD is appointed to leave Southampton March 15 for PADANG, BATAVIA, and SOURABAYA, with through arrangements to all the principal ports in the Dutch East Indies. Goods taken at through rates from London, Glasgow, Manchester, &c. Passenger fares from Southampton :—First-class, £58, and upwards ; second-class, £34.

Apply to J. RANKINE and Son, Glasgow ; or to the General Agents of the Company, KELLER, WALLIS, and POSTLETHWAITE, 16 and 17, King William-street, London, E.C.; 73, Piccadilly, Manchester; and at Southampton.



FOR CHINA AND JAPAN. —The following splendid first-class STEAMERS and SAILING VESSELS will be despatched as under for :—

Port.	Ship.	Class.	Dock.	Last shipping day.
Pen., Sing. H. K., and Shanghai ..	Devonhurst, s.s.	100 A1	S.W.I.D.	March 5
Yokohama & Hiogo ...	Duke of Abercorn ...	A1 16 yr.	E.I.D.	To follow

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate street Within, E.C.

The " China " line of Steamers via Suez Canal.



TO PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates at shippers' risk, last shipping day, 5th March, the splendid full powered screw steamer DEVONHURST, 100 A1, 1,065 tons register, 200-horse power nominal; J. McNABB, Commander; South West India Docks. This very powerful and splendid steamer was built in 1874 by Messrs. C. Mitchell and Co., Walker-on-Tyne, especially for the China trade. Has magnificent accommodation for first-class passengers, replete with every comfort.

For Freight or Passage apply to the Owners, WATTS, MILBURN, and Co., 85, Gracechurch-street ; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

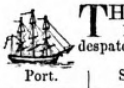


SHAW, WILLIAMS, and CO. will despatch the following high class vessels as under :—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Shanghai ...	Undine ...	A1 16 yr.	796	E.I.	With des
Shanghai ...	John R. Worcester	A1 16 yr.	844	S.W.I.	To follow
Hong Kong	Melbrek ...	A1 15 yr.	870	S.W.I.	With des

For Freight apply to SHAW, WILLIAMS, and Co., 2, Royal Exchange-buildings, London, E.C.

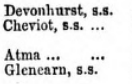
CHINA



THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Kaisow	A1 16 yr.	E.I.D.	With des.
Hong Kong	Lucia	A1 16 yr.	E.I.D.	To follow
Shanghai ...	Elmstone ...	A1 15 yr.	E.I.D.	With des.
Singapore ...	Kate Carnie	A1 13 yr.	E.I.D.	With des.
Penang	Hope	AA1	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.



FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail.
Devonhurst, s.s. ...	1,065	Norris & Joyner ..	March 5
Cheviot, s.s.	1,226	M.Gregor, Gow, & Co.	March 3
Atma	523	Wright Bros. &Co.	March —
Glenearn, s.s. ...	2,120	M'Gregor, Gow, & Co.	March 16

LIVERPOOL.

Antenor, s.s. ...	1,601	Alfred Holt ...	Mar. 11
Agamemnon, s.s. ...	1,550	„ „ ...	Mar. 25

GLASGOW.

Bowen, s.s.... ...	1,700	T. Skinner & Co.	Mar. —
Glengyle, s.s. ...	1,614	A. C. Gow & Co.	Mar. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.



GELLATLY, HANKEY, SEWELL, and Co., will despatch the following high classed, SCREW STEAMSHIPS as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Pen., Sing., H.K.,Shang. Yokohama & Hiogo	Africa ...	95 A1	2279	V.L.D.	Mar. 6
Pen., Sing., Hg.K., and Shanghai ...	Craigforth... Tartar...	AA1 100 A1	1109 2255	V.L.D. V.L.D.	Mar. 7 Mar. 15

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., Albert-square, Manchester; 1, Fenwick-street, Liverpool; 51, Pall Mall, S.W., or 109, Leadenhall-street, London, E.C.

Steam via the Suez Canal. Last shipping day, 6th March.



FOR PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, the magnificent Clyde-built screw steam ship AFRICA, 95 A1, 2,279 tons gross register, 1,811 tons register, 350-h.p. nominal; 1,250-h.p. effective; J. GALLILEE, commander. Victoria Docks. This fine steamer, built by Messrs. Robert Napier and Sons, of Glasgow, and well known in the trade, is strongly recommended to Shippers.

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL and Co., 1, Fenwick street, Liverpool ; Bridge-water-buildings, Albert-square, Manchester ; 51, Pall Mall, S.W. ; 109, Leadenhall-street, London E.C.



PENANG, SINGAPORE, HONG KONG, and SHANGHAI.—The magnificent steamer TARTAR, 100 A1 at Lloyd's, 2255 tons gross register, will load in the Victoria Docks, and sail about March 15. Has splendid accommodation for passengers.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., Albert-square, Manchester ; 1, Fenwick-street, Liverpool ; or 51, Pall-mall, S.W. ; and 109, Leadenhall-street, E.C., London.

P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

GUERLAIN, 15, RUE DE LA PAIX, PARIS.—Veritable Ambrosial Cream for shaving, fashionable Perfumes for the handkerchief, Eau Lustrale for the hair, Eau de Cologne (préparation spéciale), Poudre de Cypris for the complexion, ni fard, ni bismuth ni produit chimique.

THE LONDON AND CHINA TELEGRAPH.

THE SEVENTEENTH Volume of this JOURNAL commenced on the 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents :—

Paris	M. FAUQUE.
Hamburg	R. CARL.
Bremen...	G. STEINMEYER.
Holland—Rotterdam..	H. A. KRAMERS.
„ Amsterdam...	MACKAY, BOOMKAMP, and Co.
Berlin	ASHER and Co.
Vienna...	G. SCHONBERGER.
Trieste...	PERCO and Co., Corso.
Venice	GAETANO FERRI, Piazza de Leoni, 316.
Rome	PIALE. Piazza di Spagna.
Brindisi	G. RIVELLI.
Lisbon	AUGUSTE PEDRO CAELHO, Rua dos Poyaes d'S. Beato 20.
New York	WM. H. FOGG and Co., 32, Burling Slip.
San Francisco... ...	WM. E. LOOMIS, Washington-street.
Port Said	ZANNOS and BROADBENT.
Aden	COWASJEE DINSHAW.
Point de Galle ...	T. M. BARKER, Oriental Hotel.
Colombo	J. MAITLAND and Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE and Co., Singapore.
Saigon	W. G. HALE and Co.
Bangkok	S. J. SMITH.
Penang...	SANDILANDS, BUTTERY, and Co
Batavia	HOUGHTON and Co.
Samarang	JACOBSON, VAN DEN BERG & Co.
Sourabaya	HOUGHTON and Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA and Co.
Hong Kong, Canton, Macao, and Swatow	MACEWEN, FRICKEL, and Co.
Amoy	BROWN and Co.
Foo-Chow	HEDGE and Co.
Shanghai	KELLY and Co.
Hankow	
Tientsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL and Co.
Osaka and Hiogo ...	K. DE PIOTROWSK.
Yokohama	E. L. B. MCMAHON.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, March 1, 1875.

Digitized by Google
Original from CORNELL UNIVERSITY